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# UP FRONT

The near 300,000-mile 964 in this issue proves we shouldn't be afraid of big miles, says Bennett

Mileage? Now there's a word that has all sorts of connotations when it comes to cars, and most certainly cars of the Porsche variety. I mention it here because in this issue we have a feature on a largely unremarkable 964 Carrera 2. Unremarkable, that is, until it becomes clear that nearly 300,000-miles have passed under its wheels.

Now Porsches traditionally clock up more miles than, say, Italian exotica, and many folk do use them as their main car, particularly in that early, new car period. It's generally as a Porsche gets older and classic status starts to beckon that the miles start to drop away. It doesn't have to be that way, of course, but with classic status comes second or even third car status, or even completely forgotten about with a flat-battery

“ Both owner and 964 have lived a life the rest of us should be envious of ”

and no MOT status. No, hold on, that's just my Porsche!

Back to the point and there is equal fascination between super low-mileage Porsches and ultra high-mileage Porsches. The former because it gives a snap shot – many years down the line – as to what the car was like new. The latter because mega high-mileage affords a sort of hero status, whether a Porsche or otherwise.

And so it is with the 964 in this issue. Both owner and 964 have lived a life that the rest of us should be envious of, having rejected the low-mileage versus value conspiracy that grips the classic car ownership experience, particularly in recent years, when low mileage has become the holy grail.

Life is short. There's a Porsche in the garage. What are we waiting for? Now, where's my battery charger?

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

# NEWS

Porsche builds a 'new' 993 Turbo \* Performance and lightweight promise for Taycan \* New Porsche business centre \* Porsche car sharing \* Half-price 959 \* Porsche celebrates 70 at Goodwood



## PORSCHE GOES FOR GOLD

Porsche Classic builds a brand new 993 Turbo S, but it isn't road legal

Porsche's classic parts and restoration division, known as Porsche Classic, has built a brand new 993 Turbo S. That's right, according to Porsche Classic the car you see here isn't a comprehensive restoration. It's a one-off continuation of a model that last rolled off the production line way back in 1998. It's all new from the ground up. And it's called Project Gold.

But there's a catch. The finished car isn't road legal. After all, it would meet few if any current safety and emissions regulations, in most territories at least. That's a problem for a brand new car. More on that in a moment. First consider what has gone into creating a new 993 here in 2018. Starting

with an existing Type-993 bodyshell, the car was built up using a selection of over 6500 genuine parts available from Porsche Classic for 993 generation models. Overall, the Classic division currently stocks some 52,000 parts, which can be sourced via Porsche Classic Partners and Porsche Centres around the globe to repair and restore classic Porsche cars.

Porsche Classic reckons the build took fully one and a half years from start to finish, but the end result should last longer than most or perhaps all other 993s. That's because the bodyshell was put through the more advanced cathodic dip corrosion protection and painting process applied to

today's series-production Porsches. A brand new 3.6-litre twin-turbo flat-six engine developing 450hp was also built up and installed. The manual transmission and all-wheel drive hardware were also sourced from the Porsche Classic range of genuine parts.

As for the cosmetics, exterior and interior elements were coordinated with the workshop's dedicated Porsche Exclusive Manufaktur experts, the same team responsible for creating the 2018 911 Turbo S Exclusive series, a model which shares its Golden Yellow Metallic paint with this 'new' 993. The seats and interior fittings were painstakingly covered with leather by

Don't get too excited, Porsche isn't about to relaunch the 993 Turbo, but this is, to all intents and purposes, a brand new car built from all-new parts largely to promote Porsche Classic and Porsche's 70th Anniversary



hand in the dedicated saddlery, where the precise finish is rounded off in black leather with gold appliqué detail, the latter tying in with the coachwork finish. To complement these elements, the designers at Style Porsche worked on the colour gradients and positioning of badges as well as other interior details.

The final flourish is a hand-stamped chassis number following on from the last series-production model of the 993 Turbo which rolled off the production line in 1998. It's this final fact – the new chassis number – which ensures the car will be viewed by most certifying authorities as a brand new vehicle which must comply with prevailing regulations. Which of course as a model type last sold in 1998 it largely will not. In

that sense, Porsche's Project gold is very much like the so-called 'continuation' cars built recently by the classic divisions of other premium brands including Aston Martin and Jaguar.

The difference with Project Gold is that it's a one off intended to showcase the comprehensive skills and services of Porsche Classic, says Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. In other words, it's not an attempt to create a new business line building a series of continuation cars in a similar manner to Aston Martin and its DB5 and DB4 GT continuations, or Jaguar and its continuation D-type, Lightweight E-type and XKSS efforts.

"This project clearly demonstrates our strategic approach. Although we are starting a new chapter in our sports car history with the Porsche Taycan, the story of how the company evolved is no less significant. On the contrary, this Golden Yellow 993 demonstrates how incredibly passionate we are about the tradition of our brand," says von Platen.

It's also worth noting that Project Gold isn't just a glorified ad for Porsche Classic's services. It's due to be auctioned off by RM Sotheby's at the Porsche Experience Centre in Atlanta on October 27, with proceeds donated to the Ferry Porsche Foundation, a non-profit organisation established this year to mark the "70 years of Porsche sports cars" celebrations.



## PORSCHE PROMISES SPORTINESS FOR UPCOMING TAYCAN

### New EV will be 'sportiest car in its segment'

Porsche is promising that the Taycan, its first pure-electric car, will be the sportiest car in its segment when it launches in late 2019. So says Stefan Weckbach, head of development for the Taycan range in an official interview released by Porsche.

"It was clear from the beginning that an electrically powered Porsche – like every other Porsche model – must be the sportiest vehicle in its segment," says Weckbach. "Even as an electric car, a Porsche must fulfil the expectations of the market – in its longitudinal and lateral dynamics, for instance. It'll clearly be a Porsche at first glance, because we've transferred the design DNA of Porsche to our future electric vehicles. You can be sure that the Taycan will satisfy Porsche standards in every respect, from the selection of materials and individual components to the quality of the overall vehicle."

Weckbach also emphasised the Taycan's claimed industry-beating charging capabilities. "An electrically driven Porsche not only needs to drive fast," reckons Weckbach, "it also needs to be charged fast. The 800-volt technology allows enough electricity for a range of around four hundred kilometres to be charged in about fifteen minutes, which is approximately half as long as today's common systems take."

The higher voltage also means that we can design a lighter and more compact electrical system with smaller cable diameters and a more efficient package. That's our understanding of intelligent performance."

But Weckbach also implicitly acknowledged that the availability of 800-volt charging facilities will be relatively slim when the Taycan first appears. "Porsche – in conjunction with other automobile manufacturers – is currently establishing a quick-charging system for electric vehicles along Europe's most important traffic corridors, he says. "By 2020 a network of over four hundred charging stations should be in place. The high-voltage booster we're working on will also allow the Taycan to be charged at 400-volt stations. Our sports car will thus offer downward-compatible charging options." For context, there are roughly 8500 petrol stations in the UK alone and over 100,000 petrol stations across Europe.

While he was at it, Weckbach took the opportunity to have a sideways dig at the biggest new brand in electric cars, Tesla. To industry detractors, Tesla's cars are nothing but a very big and heavy battery crammed into an otherwise unremarkable car. In contrast to that, Weckbach emphasised the fine tuning that's going into the Taycan.

"Theoretically, all you would need to do is put a large battery in the car to offer a generous range. But that wouldn't be a typical Porsche approach, simply on account of the heavy weight involved. Our solutions are in line with the concept of intelligent performance, which we've also transferred to the Taycan. This means that we can attain an electric range of more than five hundred kilometres while still keeping the weight as low as possible," he says.

Of course, the biggest question of all is whether the market is truly ready for a pure electric Porsche. Over to Weckbach for the final word. "Its time has come. Since 2010, Porsche models have existed as hybrid variants, starting with the Cayenne and followed by the Panamera. Porsche plug-in hybrid variants have been available since 2013. This makes us the first manufacturer in the premium segment to have offered plug-in models. There's now a second generation of plug-in hybrids on the road that can travel up to fifty kilometres on electric power alone. With the 918 Spyder, we showed what's possible when a sports car's V8 naturally aspirated engine is complemented by two electric synchronous motors on the front and rear axles. Now, with the Taycan, we're taking the next step with a purely electric vehicle that fulfils our expectations without compromise."

Porsche promises low weight and high performance for the forthcoming Taycan

## OUR TAKE

### TAYCAN TAKES ON TESLA

A little over a year from now, Porsche will launch its first pure-electric car, the Taycan. Although Porsche has provided us with a fairly detailed sketch of the Taycan's technical capabilities, including a 500km range and a quick charging system that allows a 400km top up in just 15 minutes, some significant questions remain. One doubt involves Tesla. Specifically, can Porsche compete given the mindshare Tesla has established in the EV market and the fact that Tesla already offers cars with some superior on-paper capabilities?

After all, the big-battery Tesla Model S is rated at nearly 540km and it's a fairly safe bet that Tesla plans to up its range ante even further by late 2019 when the Taycan is due to go on sale. Indeed, Tesla has promised a range of 1000km for its upcoming second-gen Roadster. Another major question mark for the Taycan involves form factors. Several other big and established premium brands, including Mercedes, Audi and Jaguar, are in the process of rolling out their own first-gen EVs. But they're going for SUV models. That's where most of the market sees the demand for premium EVs. In other words, not saloon cars like the Taycan. However much Porsche would like to pitch the Taycan as a sports car, there's no avoiding the unambiguous reality that it's a large four-door vehicle.

Of course, fashions can and do change. Demand for SUVs has exploded in recent years and who's to say it won't evaporate just as fast. Likewise, Tesla itself is

suffering such serious financial problems currently that it, too, could disappear pretty rapidly. But as things stand right now, the Taycan not only looks like a bit of an outlier, it is also facing some very stiff competition. Porsche is used to dominating the segments in which it operates. Will it have to get used to merely being competitive when it come to EVs.





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## PORSCHE HEAVEN ON EARTH!

Porsche aficionado, Frank Cassidy, has big plans for his Porsche business centre

How does the thought of being able to rock up to a modern development set in the heart of the English countryside, home to businesses dedicated to the Porsche marque and a future host to Porsche events large and small sound to you? This is the brainchild of Porsche aficionado Frank Cassidy. And the concept is called Boxengasse.

In his own words, 'Boxengasse is a destination with over 25,000sq ft of bespoke-built premises for services and hospitality, all set within 100 acres of outdoor event space, amongst woodlands and lakes; and it's entirely dedicated to Porsche!'

The location has been carefully chosen – it's purposely situated in central England, 90 minutes from over 50 per cent of the UK's entire population and only 30 minutes from Silverstone Circuit and "Motorsport Valley", the area that has become home to so many race teams. Boxengasse will be a one-stop destination for Porsche enthusiasts.

The major news is that, after more than a year of development, Boxengasse is proud to announce that marque specialists Autofarm will be offering a full range of Porsche services on site in early 2019. Autofarm is, as few will need reminding, the longest-standing independent Porsche specialists in the UK.

Frank is understandably excited about the whole project, one which has been a personal brainchild for many years. The build work is coming along well, and it will only be a matter of time before we can give you some more news. But as you can see from the 'work in progress' photos, this is no pie in the sky project – and we can't wait to see it completed.

Future plans are to hold regular 'cars & coffee' meetings, as well as an annual Porsche show, something we can all look forward to. If you want to keep abreast of developments – or run a business which you think would like to become part of the Boxengasse project – then log on to... [boxengasse.com](http://boxengasse.com)

Build it and they will come. Boxengasse is no pipe dream. The development is under way and first to move in will be Autofarm

## PUT HERITAGE PARTS CENTRE'S XMAS CHARITY DO IN YOUR DIARY

Do your bit for the Children's Trust

With the long hot summer of 2018 vanishing ever more rapidly in our rear view mirrors, it's perhaps not too early to start planning for the festive season. You might, therefore, like to stick the 2nd of December into your diary and prep yourself for Heritage Parts Centre's 9th annual Santa Cruise.

This festive fundraiser combines fancy dress and Christmas cheer, with a 40-mile convoy from their warehouse in Shoreham to The Children's Trust at Tadworth Court, near Reigate. Responsible for raising thousands for this great cause over the years, all car enthusiasts are invited to take part and make this another memorable day for those who really rely on the facilities at Tadworth Court. VW, Porsche, classic and kit cars are all welcome.

The Children's Trust is the UK's leading charity for children with brain injury, offering residential and community based care for both children and their families. The cost for taking part is £20 per vehicle, which includes two Santa Outfits and a commemorative sticker. All operational costs are covered by Heritage Parts Centre, meaning every pound you pay, goes straight to The Children's Trust. Drivers will need to meet at Heritage Parts Centre at 12 noon and leave at 1pm sharp.

Presents may be brought along to give to the children if you wish, but it is requested that these are in gift bags and not wrapped so the care staff can identify suitable gifts for each child. Further information can be found at [www.vvheritage.com/santa-cruise](http://www.vvheritage.com/santa-cruise) or on the Heritage Parts Facebook page at [www.facebook.com/HeritagePartsCentre](http://www.facebook.com/HeritagePartsCentre).



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Car sharing Porsche style. First up is Turo, a car sharing app based in San Francisco, but operating worldwide. Second is Porsche Host, a peer-to-peer car sharing programme developed by Porsche Digital

## PORSCHE PAIRS WITH TURO FOR CAR SHARING

### Fancy handing your keys over?

This isn't the first time we've seen Porsche get involved with car sharing. However, last time around it was a glorified leasing deal known as Porsche Passport. This time it's real car sharing, as in privately owned Porsches being made available for sharing.

Currently a pilot scheme rather than a full roll out and known as Porsche Host, the idea is to offer the flexibility to drive a Porsche when you need to and when you want to, but without actually purchasing or leasing the vehicle. The new peer-to-peer car sharing programme has been developed by Porsche Digital working in collaboration with partner Turo. The latter is an existing car-sharing app founded in 2009 and is based in San Francisco. Turo operates around the world, including the UK, but mainly in the USA. The new Porsche-specific programme will be available to customers in Los Angeles and San Francisco via the Turo app and website from October 8th.

Porsche says the service will open up the Porsche driving experience to short-term users in addition to those who actually own a Porsche. Vehicles can be hired for a period of between one day and one month. It's said the vehicles available via Porsche Host

belong to Porsche customers who have been specially trained in how to provide the premium experience that is typical of Porsche to the drivers wishing to hire their sports cars.

"Partnerships with innovators like Turo are the key to ensuring that we can turn our vision into reality and provide our customers with completely new Porsche experiences", explains Thilo Koslowski, CEO of Porsche Digital, Inc. "By working with our partners, we are able to develop new mobility offerings and business models."

As for Turo, its CEO Andre Haddad says, "I have always been a Porsche fan myself, and I enjoy the feeling of handing over the keys to my own 911 to another Porsche connoisseur for a short time."

The question is, how many other Porsche owners will feel the same way about handing over their pride and joy to complete strangers? While the service is fully insured, the scope for problems with minor damage, not to mention the difficulty in discerning whether the car has been abused, is obvious enough. While engine ECUs can record incidents like over revs, it's almost impossible to police behaviour like revving an engine hard from cold or heavy brake use. You'd need to be brave, that's for sure.

## HALF-PRICE 959 UNDER THE HAMMER

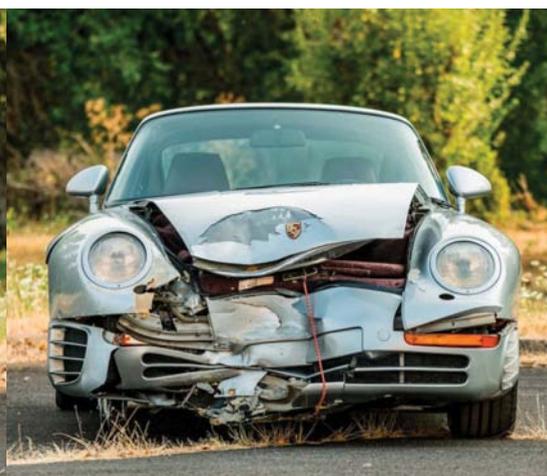
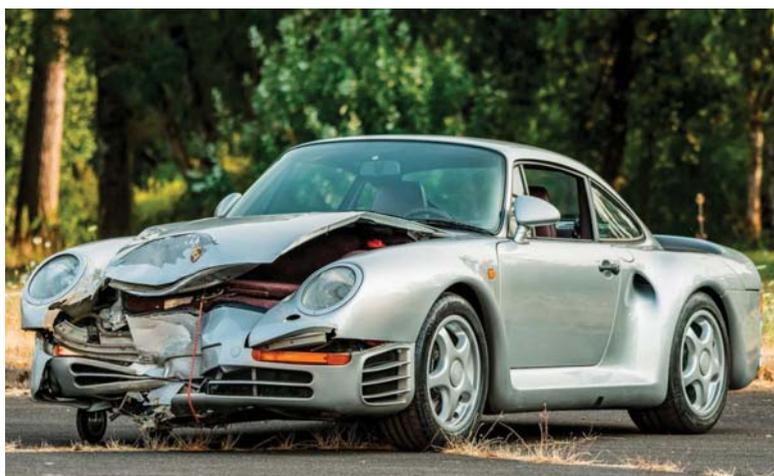
### One careful owner?

Most agree the 959, with its small-capacity 2.95-litre turbocharged flat six, was decades ahead of its time. Its basic spec and performance looks an awful lot like a 2018 911 Carrera GTS. What's more, just 294 were produced. No surprise, then, that values are currently pretty punchy. But here's a way of getting into an ultra-low mile 959 for cheap. Well, relatively.

With just 3657 miles on the clock, this 959 is seemingly mostly a peach. But it's not quite showroom condition. According to the deadpan report presented by US auctioneers Mecum, "the car was being transported in a single car enclosed trailer. The trailer detached from the truck while driving on the interstate, at which

time it exited the interstate and was stopped by a tree." Ouch.

Estimated to fetch between \$450,000 and \$550,000, on August 23rd in Monterey, California, the hammer eventually fell on this Komfort spec 959 at \$467,500. That's really roughly half the price you'd normally expect to pay for such a car. Given this 959 and its WP0ZZZ95ZHS900075 chassis VIN will forever be known as a 'crashed and repaired' car, its eventual value will presumably always be compromised. But perhaps that's probably no bad thing for a potential buyer who wants a 959 to actually drive as opposed to as an investment instrument. No need to worry about that factory original paint, eh?



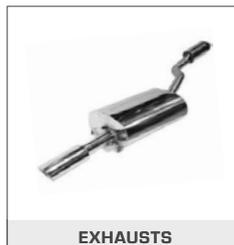
Suffering full frontal accident damage while being transported, this 959 still made \$467,500 at auction. The damage? Oh, that'll polish out...



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Porsche celebrated 70-years in style at the Goodwood Revival with this period garage set-up

## PORSCHE'S REVIVAL ROADSHOW

70 years of Porsche celebrated at Goodwood

Around 150,000 guests rolled up in '40s, '50s and '60s attire to the Goodwood Revival at the Goodwood estate in West Sussex this September, and Porsche was there in strength, including three early Porsche 911s acting as pace cars and celebrating the ongoing 70 Years of Porsche Sports Cars anniversary.

Porsche Classic, the subdivision that restores old Porsches and offers as many as 52,000 parts for classic models, also presented itself courtesy of a 'historic' workshop with numerous highlights from the parts range, including the reissued tool bags for all Porsche 356 and 911 F models. In order to showcase the competence of the official factory restoration services, a 356 Carrera 2 GS engine of type 587/1, restored to customer order, was on hand for inspection and regularly started.

What's more, Porsche Classic provided special exhibits for visitors. A 911 F model was used as a demo, allowing visitors to follow the workshop maintenance of the bodywork through individually presented repair stages and thus experience what Porsche Classic says is the incredibly precise, detailed craftwork involved in a restoration.

Porsche Classic partners from Great Britain also restored a first-generation 911 to celebrate 70 years of Porsche sports cars. This car had already participated in events such as the Silverstone Classic, Le Mans Classic and the Oldtimer Grand Prix featuring well known Porsche pilots including Derek Bell and Richard Atwood. The Goodwood Revival Festival gave visitors the opportunity to admire the striking new racing paintwork.

Left: Porsche technicians with race engine on dyno rig. Below: Porsche technicians ousted by cast of 'Carry on Doctor!'



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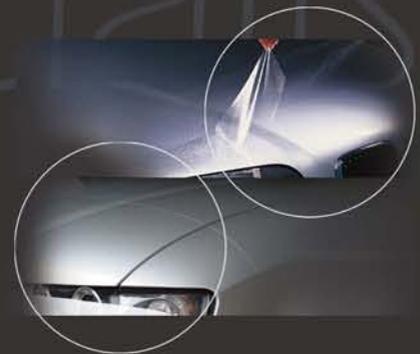
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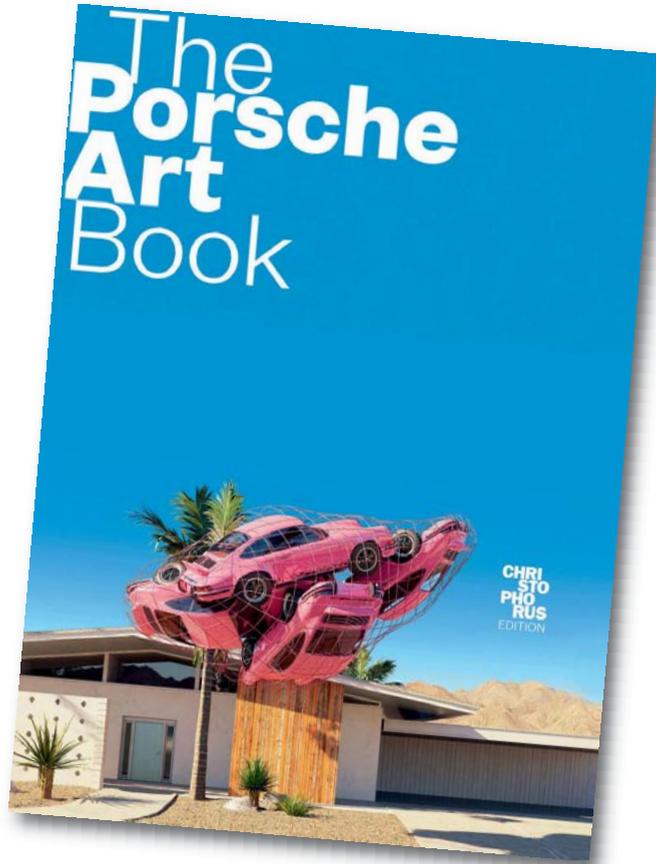
PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## THE ART OF PORSCHE

Artists around the world, it is said, are fascinated by the Porsche brand. Indeed, inspired by the aura of the models from Zuffenhausen, works of art that command serious money at the world's auction houses are created. It is, of course, the iconic 911 that's most often the artist's main muse, often in oil and acrylic. Increasingly, however, works take the form of contemporary digital art. What all have in common is employing the charisma of Porsche lines and curves in new contexts. Curated by the renowned painter and performance artist Uli Hack, this high quality hardback tome, titled *The Porsche Art Book: Christophorus Edition* (ISBN-10: 3667114052), showcases a kaleidoscope of contemporary Porsche art over 248 sumptuous pages. Yours for £115 from [amazon.com](http://amazon.com).



## CROWNING GLORY

RPM Technik has completed development and testing of its latest tasty tweak for all Porsche 981 models including the GT4 and Spyder. We give you the CSR low-ratio crown wheel and pinion. Created from a heat-treated chromium, nickel, molybdenum alloyed steel (aerospace grade) and produced in partnership with engineering specialist Tandler whose experience spans the aerospace and F1 sectors, the kit's spiral bevel gears are manufactured using the Klingelnberg gear form. Fully hardened, the gear teeth have geometry optimised to ensure minimum wear and maximum strength. Meanwhile, the 14 per cent lower ratio provides improved acceleration and produces a much more responsive driving experience. Pricing starts at £2999 plus fitting and ancillary components. More at [rpmtechnik.co.uk](http://rpmtechnik.co.uk).



## WHEELY GOOD

Nothing quite finishes off a period Porsche interior like a stylish steering wheel. These days, there's plenty of choice when it comes to brand new wheels in period styles. Several outfits will retrim a period wheel to perfection, too. But if shiny and new doesn't gel with a carefully curated cabin patina, a used wheel might be the perfect solution. As it happens, our chums at Car Bone in Poland can help. Among all the other Porsche-related goodies available on their website are numerous used steering wheels. Iconic brands from Momo to Monza are represented and you can choose from wheels in a wide range of sizes and finishes including black leather and brown suede. Prices vary, but you can browse everything that's on offer at [car-bone.pl](http://car-bone.pl).



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## TOUGHEN UP YOUR TARGA

After more than a year of development, the clever fellows at Lakewell have finalised a product that the period Porsche community has long awaited, namely rear frame arms for air-cooled 911 Targas. Lakewell reckons their new arms have all the fit, form and function of the original, but also three times the strength. Specifically, Targa top frame arms often break at the hinge points due to metal fatigue and use of a brittle alloy in the original. Using the latest state of the art 3D technology, have re-engineered the arms for strength. That includes a special Mg-Al alloy with optimal material characteristics. The remanufactured arms perfectly cross-fit with the original parts, so you can safely just change one side. Prices start at 260 euros a pop, plus VAT. Find out more from [lakewell.com](http://lakewell.com).



## BEEF UP YOUR BRAKES

Goodridge's Performance Phantom range of braided brake hoses has been expanded to include Porsche's 991 Carrera and 991 GT3 models. Goodridge says the kit in question boasts a number of highly significant design features and adaptations, all of which make it perfectly suited for fitment to the 991 and 991 GT3, both of which share the same basic brake architecture. Supplied with a selection of carefully designed brackets to ensure perfect compatibility, the kit contains both square and banjo type fittings, one at either end of the line, to ensure secure and simple fitment. As for the benefits, reliability and longevity along with reduced brake pedal sponginess are all in the mix. Priced at £79.80 including VAT email [sales@goodridge.com](mailto:sales@goodridge.com) or head to [goodridge.com](http://goodridge.com) for more information.



## PICK A PANEL

Time waits for no car and, despite the staggering increase in values of old 911s, the reality is that they're only getting older. And that means rustier. Thankfully, you can now acquire a wide range of plates and panels for repair and reinforcement, such as this front door section reinforcement plate set. Compatible with air-cooled 911s from January 1963 right up to July 1989, it's just one of a hugely varied range of offerings from JP Group that includes everything from bonnets, wings and quarter panels to bulkheads and whole body sections. Put it altogether and you can very nearly create an entirely new classic 911 shell from reproduction parts. Prices vary, but you can browse at [www.jpgroupclassic.com](http://www.jpgroupclassic.com) and buy most of the parts from [design911.co.uk](http://design911.co.uk).



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	Center	7053	7053	7068
911 GT3 / RS	Left	7044	7047	7069
	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
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	Center/Spyder	7057	7049	7060 7068
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## '80s ICON

What exactly is Porsche's '80s supercar, the 959, like to drive? Few of us will ever know. What we can all agree upon, however, is that it's one of the most prescient cars Porsche has ever produced. Consider these aspects of its core specification. Small capacity 2.9-litre engine boosted by a pair of turbos. All-wheel drive transmission. Adaptive suspension. Mixed material construction including steel, aluminium and composite materials. Yup, it's pretty much a template for the high performance car circa 2018. Of course, they're rather expensive to buy and run these days. But you can grab a little bit of the glory with this lovely 1:18-scale Minichamps model for 99 euros or around £88 from [selectionrs.com](http://selectionrs.com).



## R IS FOR RACING

Modern circuit racing is currently going through something of an identity crisis. Should it be about pure spectacle and sport? Or are the measures introduced by the likes of F1 and the FIA World Endurance Championship series to increase the efficiency and superficial road-relevance of the competition absolutely essential? While you consider that conundrum, it's worth remembering there remain plenty of racing Porsche moderns that deliver old school thrills, including this 2016-season 911 GT3 R – at least, that's the car this pleasingly precise 1:18-scale model from Minichamps is based on. Campaigned that year by none other than Nick Tandy, Kevin Estre, Earl Bamber and Patrick Pilet, it's yours for 99 euros or roughly £88 from our friends at [selectionrs.com](http://selectionrs.com).



## RECORD RUNNER

Question for the 911&PW massive. Can you ID the pretty racing Porsche upon which this gorgeous 1:18-scale model is based? A diecast creation by Minichamps, it's titled 'Porsche 906E BP World Record Run Monza 1967'. The 906 was, of course, the more powerful successor to the painfully pretty and pointedly dainty 904. Incredibly, the 906 was actually even lighter than the flyweight 904, rocking the scales at under 600kg. With a 200-and-something-hp 2.0-litre flat six and a power-to-weight ratio somewhere north of 300hp per tonne, it must have been nippy. But what, exactly, is the story behind the 'record' run car? Snag one of the models from [selectionrs.com](http://selectionrs.com) for 160 euros or about £140 in old money while you consider your answer.





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# 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)

### BOXSTER: THE NEW MG?

Hello *911&PW* crew, a few thoughts: Along with driving my Porsche, I do like to get out on my pushbike for a pedal round the lanes and, of late, every time I'm out, I seem to see a Boxster or three, usually driven by grey haired gentlemen. It would appear to me that the Boxster has become the new MGB.

Whereas the MGB Roadster and GT have been gently increasing in value, the prices for more elderly Boxsters have been dropping. If you hunt around you can pick up a fairly decent example for around £5000, or even less. Are MG owners making the switch? When it comes to performance and smiles per mile, you can hardly blame them. But there are some fairly minor and major differences with regard to ownership. The major shock will be the price of parts. Stuff for Bs is just cheap as chips. I restored a B alongside a longterm 356 resto and the price of B parts is laughable compared to the mortgage-esque prices Porsche charge for anything.

The minor point is when you attend a classic car meeting. With an MGB you can park up and everyone will talk with you: "Oh yes, my brother had one of these, my dad had one, my nephew wants one." Such a popular car. On the other hand, turn up in Zuffenhausen's finest and no one says a word to you. You may hear muttering from a couple who say, under their breath "must have more money than sense to own one of those," which fits me to a tee, because I haven't got much sense and even less money. Hey, I own a Porsche, OK!

So, I'm sure we shall be seeing a lot more Boxsters on our roads, and a lot less MGBs. Well, the Bs are real rust buckets, after all. But to

all new owners, just be aware because you're on the bottom rung of the ladder and if you want to go up, it's going to cost you.

**Graham Kerr, via email**

**Steve Bennett replies:** *I think you're right. The Boxster is the new MGB. The 911&PW fleet is awash with Boxster 986s now, and for good reason. However, most 911&PW operatives have actually slid down the ladder to achieve their goal!*



Boxster: the new MGB and favourite sports car for gentlemen of a certain age?

### SEIZED HEAD BOLTS AND CATS

I read with interest the feature in issue 295 on replacing the exhaust headers and fitting a cat bypass on Johnny Tipler's 986 Boxster S.

I have attempted to remove the same header bolts on our 2002 Boxster S race car, heating the bolts with a butane torch and applying torque with a hammer action impact driver, all to no avail. I am not surprised that Mike broke seven of the 12 bolts. Drilling and retapping the threads in-situ must be a precarious job as the aluminium head is much softer than what is left of the steel bolts.

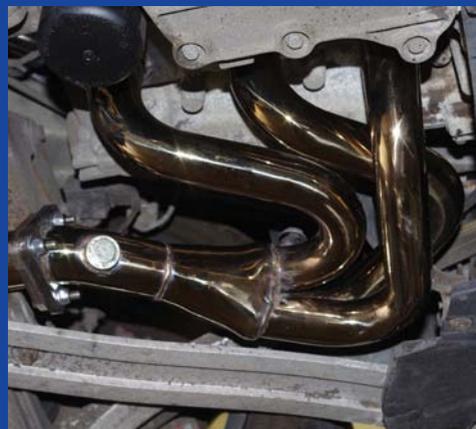
I really wonder why Porsche engineers haven't found a solution in the form of a coating, which would prevent the bolts from seizing in the head. Or is it a case of once it has left the factory, it is no longer their concern? If they fitted studs and nuts instead of bolts,

we would stand a much better chance of being able to properly maintain the exhaust system.

On the matter of fitting a cat-bypass, I am wondering if that is a wise decision for a road car. My understanding of the current MOT regulations is that if the car was originally fitted with catalytic converters, they must be retained, otherwise it's an instant fail. Will we hear more in due course?

**Jerry Goodwin,  
Newmarket,  
Suffolk**

**Steve Bennett replies:** *Jerry, see JT's own musings as to whether his Boxster will fall foul of the MOT regs in this issue. We don't call him Johnny 'Winging it' Tipler for nothing!*



### BUILD IT

Modern motorsport leaves me largely pretty cold, which is why I tend only to frequent classic motorsport events these days.

I used to be a big fan of rallying, but predictably the current generation of turbo shopping trollies doesn't do much to thrill, despite their evident pace. But then when you can recall sideways Escorts morphing into Group B super cars, and then lairy Subaru Imprezas and Mitsubishi Evos, then a Hyundai or a Citroen is never really going to cut it.

And then, of course, there was the more obscure stuff like rallying 911s and the Lancia Stratos. And now, thanks to *911&PW*, I've been alerted to Porsche's own R-GT Cayman 'concept study' rally car. Forget 'concept study' just get on and build and rally the thing!

I gather that the R-GT, as devised by the FIA, is specifically for Tarmac rounds of the World Rally Championship. Well that's a start, but why not the rough stuff, too? Wouldn't it be cool to see cars like the Cayman and 911s on the loose, too, with long travel suspension and skinny tyres? Imagine them in the snow on the Monte Carlo or rally Finland?

Oh well, I guess we can but dream...

**Leonard Harding, via email**

**Steve Bennett replies:** *We couldn't agree more*





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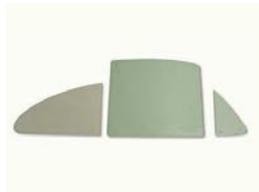


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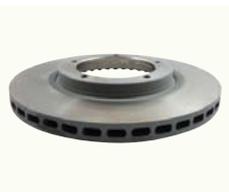
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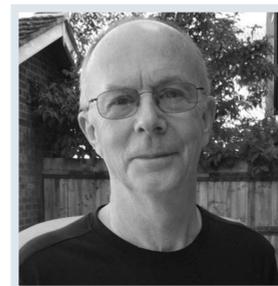
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# THE USUAL SUSPECTS



**CHRIS HORTON**  
911&PW's roving reporter

What price your Porsche, after the eco-police ban you from driving it on the public road – or even on a private circuit? More than you might suspect, believes Chris Horton. Plus: a heart-felt plea to buy only the best-quality spares, and a new take on corner-weighting

## INVESTING FOR THE FUTURE?

We all know that most older-Porsche prices are rising, seemingly inexorably. Although it's as well to bear in mind two crucial words from that sentence: 'most' and 'seemingly'. Perhaps 'older', too. And I am not going to get into the debate about whether or not that is A Good Thing. What I do question, though, is where it might all end.

In the short to medium term, I suggest, in tears for some. The fact is, though, that most likely regardless of the no less inexorable rise of electrics and hybrids, and perhaps the complete outlawing of old-school internal combustion, the better air-cooled Porsches are as safe a long-term bet – and I'm talking about 50 or even 100 years hence – as a Van Gogh or a Vermeer. They just don't make 'em like that any more. And the fact that you might not be able to drive them will matter not one iota to those able to afford them. Look at the number of viable, usable classic – and sometimes not so classic – 911s that even today are little more than museum pieces, stashed away by 'collectors'.

Twenty years ago, you could buy a decent 964 RS for £20,000. I know, because in my early days of editing this magazine I was offered one. And I remember an independent specialist we knew driving one to a trackday we had organised and, after smacking the left-hand rear corner against an Armcob barrier that threw itself beneath his wheels, beating the wing straight(ish) with a hammer so he could drive it home. People used them, in other words. And as a result abused them, too. Back then, though, with an income only marginally less meagre than it is now, and a mortgage to pay, there was as much chance of my buying that £20K RS as becoming the next Archbishop of Canterbury. And what might those cars be worth now? A quarter of a million? And that's pounds, not dollars or euros. More if they have a good history. (I hate the word 'provenance'.) And more still if, as 'Lightweights', they have even less equipment than their Touring stablemates.

I am not even remotely concerned at having missed that boat – or in truth never being in possession of a boarding pass. I have much else in life to be thankful for, and I have in the meantime been fortunate enough to drive a significant number of other people's RSs – and other highly desirable Porsches – that I know makes me the envy of many. And only a few months ago, entrusted with taking some photographs for my friend Neil Bainbridge at BS Motorsport, I drove – albeit briefly – no fewer than four RSs (see photo below) in the space of a single morning. Let's call it – although this is a figure that amuses me as much as it is meant to impress you – around a million pounds' worth. And the plain fact is that in many ways – stand by for a collective sharp intake of breath – any RS is JUST ANOTHER PORSCHE 911.

But I digress. A bit. What prompted this particular piece was an early-morning trawl through Facebook the other day, and stumbling

across some dreary advertisement, dressed up as a 'post' (you know the sort I mean), for some 993 or other on sale in America for more than half a million dollars. That can surely do nothing but push up the prices – I'm not going to say values – of just about anything else with a Porsche badge on it, and already that is having a discernible effect on even the lowly transaxle cars. Another specialist with whom I work told me a while ago that his on-line search for a 924S produced nothing worthwhile below £7500, and while I would expect to get only a fraction of that for mine (I paid just £600, albeit nearly seven years ago), it would be an increasingly large fraction. (Update: said specialist has just sold his own 924S project for £7250. I rest my case.)

That situation is of no real interest to me, because both my 'S' and my 944 are long-term keepers. And if I did sell the 'S', what else could I buy for the money? (Quite a desirable late-model BMW, actually, but that's not the point.) What I do hope it might encourage, though, is not just a more widespread appreciation of these 'lesser' Porsches' merits – as opposed to their mere investment potential or, worse, their resulting perceived 'coolness' – but also a greater availability of the spare parts needed to keep them running well and, just as important, looking good. I have suggested before that any Porsche owner is fortunate that the company itself continues to produce so many spare parts for so many obsolete cars, and that so much modified stuff – mostly for 911s, of course; that's where lies the volume, and thus the money – is available from a veritable army of after-market suppliers.

It's not all wine and roses, though. Porsche, I saw recently, makes a bit of a song and dance about being able to supply 944 cylinder blocks. But, really, how often are you likely to need one? And I dread to think how much they cost; probably about the same as my own car is worth. Try finding some of the bits that truly matter, however – a dashboard top, or even a simple fuel-pump mounting bracket – and it's a different story. Nothing from Stuttgart, and that pushes you into the grasping hands of the eBay brigade. A couple of years ago a part-time breaker I used to deal with wanted £150 for an ECU for my old red car (in the end I got one for £50 from a fellow enthusiast; he was asking £30, but I felt obliged to give him a bit more than that), and although we never discussed price, I believe the same outfit later broke up an otherwise viable 'S' with a blown cylinder-head gasket for little more than its crack-free fascia and a few other selected delicacies.

That made reasonable short-term commercial sense, perhaps, with rent and wages and not least business rates to pay, but it also meant one fewer cars still on the road and thus requiring not just other spare parts but also on-going maintenance and repairs. Where's the long-term future for an industry with that kind of inward-looking mindset?

It's a tough job, but someone has to do it. Tasked with taking some photos of the no fewer than four 964 RSs stabled at BS Motorsport one day last spring, our man Horton was handed the keys to what must have been about a million pounds' worth – and rising. Will that figure change when – as will surely happen one day – they become illegal for road use? In the short term, perhaps, but leave yours to your children or their children, and one day they will surely thank you heartily for your financial foresight



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## ORIGINAL AND BEST – FOR ALL SORTS OF REASONS

On a similar note, and without wishing to sound like a PR man for Porsche, can I offer a gentle but perhaps timely reminder? That, whatever it cannot or will not yet supply, our favourite car manufacturer remains by far the best source of many of those vital new spare parts that, irrespective of their virtues, what I shall diplomatically call the big after-market suppliers are just never going to expend their time and effort on.

If I need brake pads or discs for my 924S or my 944 – or the E28 or the E39 BMW 5-series, or the Mercedes Vito van – then yes, *natürlich*, I am going to head straight for Euro Car Parts. I used to try to buy as much as possible from my independent local spares shop, as well, but that shut down a few months ago, and moved to the same town as my nearest ECP. The same for other fast-moving stuff like, say, drive-belts, gasket sets, wheel bearings, engine mounts and suspension bushes; even the odd body panel. The simple truth is, though, that if I ask for some tailgate latches, or perhaps a sunroof seal, the Euro counter staff will look at me blankly. 'Any part for any car' doesn't stretch quite that far. And I think we all know and happily accept that.

What I find far more annoying are the companies that seem to set themselves up as some sort of rival to the mighty Stuttgart machine, or even to Euro Car Parts, with impressive-looking websites apparently offering everything but the kitchen sink, but which in practice can in many 'categories' offer little more than a token M6 setscrew. Are you having a laugh? I can buy those from Halfords. Or which, just as dispiriting, stock some of the same stuff as your local Porsche Centre (or Center, for those of you in the colonies), but with their own usually hefty mark-up on top.

Here in the UK there are currently 34 official Porsche Centres. The most south-westerly is in

Exeter, Devon. The most easterly is probably in Colchester, Essex. (Sadly, there appears to be no easily assimilated map on Porsche Cars GB's own website, so geographically I'm taking a bit of a punt here.) The most northerly is definitely in Scotland's famous granite city, Aberdeen. There is also one in Belfast, the capital of Northern Ireland. Basically, then, you are never going to be too far from an inherently enthusiastic and supremely knowledgeable parts department, which has daily and certainly weekly deliveries of genuine and authentic components from these islands' main distribution centre near Reading, itself fed by a more or less constant procession of articulated lorries direct from Stuttgart.

(What will happen to this state of affairs post-Brexit is literally anyone's guess, famously – or perhaps infamously – from Prime Minister Teresa May downwards. But I seriously doubt that any of our European 'trading partners' is suddenly going to ration or even withhold any of the diverse stuff which for years they have been flogging us like there is no tomorrow. Why on earth would they? Either way, the current uncertainty doesn't appear to trouble discount supermarket chains Aldi and Lidl in the slightest, both currently building dozens of brand-new stores around the United Kingdom.)

I am certainly not suggesting that you shun other sources, some of whom advertise within these very pages, and are thus reputable and efficient. Why, though, would you expect dirt-cheap-porsche-spares.com either to have stock of genuine parts that Reading and your local PC do not, or certainly to sell them for less? Because the chances are that, unless your predominantly web-based supplier has some back-door source in Venezuela or Outer Mongolia, then they are buying the stuff from, well, none other

than Porsche itself. And whatever deal they might be getting as a result of their (relative) bulk buying, I am willing to bet that it quickly disappears within their own running costs and natural desire for profit. That's just how the commercial world works.

Undeniably, Porsche Centres are not geared up for the ultra-convenient – and perhaps environmentally questionable – Amazon-style deliveries we have come to expect from just about any on-line retailer. (The PCs do deliver, of course, but primarily to trade customers.) Even so, there is nothing to stop you phoning an order through to your local Centre and paying by either debit or credit card for later collection, and I am confident that if you strike up a good enough relationship with the staff there they will pretty soon be prepared to post out smaller items for little more than the cost of the post and packing. At the very least give it a try.

I would also urge you to have a look at Porsche's growing range of so-called Classic parts, showcased both on line (search 'Porsche Classic Parts Explorer') and in a frankly extraordinary hardback printed catalogue, now into its third edition, that will itself become something of a collector's item – if it hasn't already. Coverage of some of the older models is best described as patchy and perhaps even a bit eccentric (those 944 cylinder blocks spring to mind; I can't see them selling very many of those), and quite a few of the items you will see are run-of-the-mill generic items that it would be scandalous if you couldn't buy. Disappointingly, too, even the on-line catalogue seems frustratingly coy about displaying the prices that surely any retail web experience now has to offer to retain any credibility. It's a very useful barometer of the way Porsche is thinking in terms of support for the older cars, though, and is if nothing else a little bit of harmless escapism. We can all dream, can't we?

## A SURPRISINGLY DELICATE BALANCING ACT

In my previous submission to this column (June 2018) I described how Center Gravity's Chris Franklin had given me a superbly clear illustration of the principles behind corner-weighting. The process by which you equalise, or distribute as required, the force with which each of your car's tyres presses down against the road. I then went on to talk about a rather different kind of GT3 to the one you probably think of when you hear that name, and to lead neatly on from that had planned to include the text below. (Read on and you will see why.) As is my habit, though, I simply ran out of space.

Chatting to my friend and fellow-Porsche owner Peter Maynard in the pub one evening, I mentioned the piece – or pieces, as it has turned out; see pages 82–84 of the October issue – that I was writing about Center Gravity. (It was through Peter, a qualified heritage-railway fireman, that I have twice ridden on the footplate of a big 9F 2-10-0.)

And he pointed out the fact – pretty obvious, if you think about it – that steam locomotives, some with as many as five driving axles, and thus 10 driving wheels, require a similar procedure for optimum traction and stability. Indeed, get it wrong,

he said, and there is a very real danger that even at the leisurely 25mph line speed of most UK heritage railways the engine could simply jump the tracks. (Some preserved engines are routinely doing 75–80mph on the main line. And the new-build *Tornado* has famously achieved 100mph.)

Intriguingly, it's done in much the same way as for that 964 on the lift at Center Gravity, in other words by winding the springs – almost invariably massive leaf-type devices – up or down as required. The equally massive solid

axles naturally preclude much in the way of side-to-side adjustment, and so it's more a question of sharing the overall weight of the locomotive in the required proportions between those axles. But still, who knew that even steam locomotives require performance-car-style corner-weighting? Not me.

Next time: how to check the axle-box oil levels in a North Eastern Railway K1 in the pouring rain at Fort William – which is what I was watching Peter Maynard doing, exactly a year ago as I write this. Only kidding... **PW**



Now *that* (near left) is what you call a spring. A relatively simple leaf-type job, perhaps, and it takes at least two strong men to lift one for the replacement that is a surprisingly common job on a classic steam engine, but when fitted they perform exactly the same task as the coils or torsion bars suspending your Porsche – and they require much the same adjustment for optimum 'roadholding'. Photo far left shows the former North Eastern Railway K1 engine, number 62005, which during the summer is one of the locomotives hauling the well-known Jacobite service from Fort William to Mallaig



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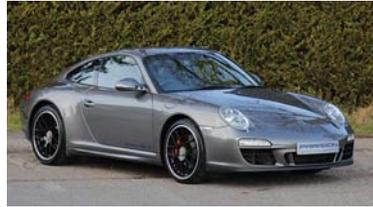
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# HIS AND HERS 911S

We saw Stuart Mackay in the 'You and Yours' slot back in 2016, but we've allowed him a return visit because he's traded his 996 C4 S for a Speed Yellow 997 GT3, while also buying a 996 Cabrio for his wife, Kay. The GT3 is the modified track hack, while the 996 Cabrio is the touring machine. Quite a duo, then

Words and Photography: Brett Fraser

**H**ere's a novelty. Revisiting a You and Yours subject. And so soon – comparatively – after the first time: we ran our original story on Norfolk-based chartered engineer and college lecturer Stuart Mackay at the beginning of 2016. But when Stuart got in touch to say that he'd sold the 996 C4 he'd owned back then and replaced it with a Speed Yellow 997 GT3 Club Sport, and also added a 996 C4 Cabriolet to his fleet for his wife Kay to drive, paying him a return visit seemed like a fine idea.

Just as a brief recap for those of you who didn't read that earlier story on Stuart and his 911, he's had a lifelong fascination with cars – and aircraft – and worshipped largely at the altar of fast Lotus. There was a (proper) Mini Cooper S, too, along the way, and a fire-breathing Westfield Cosworth that he still has, but Stuart didn't acquire his first Porsche until five years ago. That 996 Carrera 4 was the car we featured on these pages, and ownership of it kick-started a mild Porsche obsession in Stuart: he joined the Porsche Club GB, attended many a local event, participated in a trackday or

two, and started dreaming about which Porsche he might buy next...

In fact, in the closing paragraphs of that original story on Stuart, he told us that he'd already been to look at a 996 GT3 and within a short while of our interview was off to give a 997 GT3 the once-over. As you can see from our pictures here, that inspection obviously went well.

'Indeed it did,' confirms Stuart. 'When last we met I was on the brink of buying a GT3. I'd put an ad on the Porsche Club forum saying that I wanted a GT3, preferably in Speed Yellow, and at that stage I was thinking about the 996. Pretty soon afterwards I was offered a 996 GT3 in the right colour, situated in Wales. It was low mileage and appeared to be in nice condition, but then I began to wonder if, with the C4, I'd already done the 996 "thing".

What definitively answered that question was Ashgood Classic and Sportscars, near Heathrow, advertising a 997 GT3, in my colour, and the sought after, rare Club Sport specification. The car had previously been in the hands of JZM and had good provenance, so a week later Kay and I went down to pick

the car up. On the way back to our Norfolk home I stopped in at Snetterton and took a few snaps, perhaps already subliminally aware that the GT3 was destined to spend considerable time on that track. Well, it's what a GT3 is designed for'

So hallowed are GT3s these days that many buyers straight away tuck them into a climate-controlled garage until such time as their investment has matured. But not Stuart. Oh, no. Porsches are to be driven, especially GT3s. 'Like any other car they are a collection of well-engineered components,' he asserts, 'and if things wear out or get broken, it's a comparatively simple process to replace or repair them. As an engineer I don't find this daunting, and Porsches are so well developed and manufactured that when you source a genuine replacement part you know that it's going to slip perfectly into place. So I've never had any hesitation about putting miles on my GT3.'

Within a few months of the V5 bearing his name at the top, Stuart set off on a grand European adventure, Kay by his side: on the itinerary were Lake Como, the Stelvio Pass, Austria's Grossglockner Pass,

Stuart and Kay Mackay, with 997 GT3 and 996 Cabrio



the Nürburgring and the Porsche Museum in Stuttgart. 'While I was parked at the Porsche Museum someone stole the centre caps from my wheels!' recalls Stuart. 'So I stopped in at the Porsche Centre in Stuttgart where they were so pleased to see the GT3 that they gave it a free checkover before we continued on our travels.'

An inveterate tinkerer, Stuart soon started seeing bits and bobs he wanted to do to the car. Cruise control and an uprated multimedia system, complete with reversing camera, were the first items attended to, but there was much more to come. 'I fancied the idea of doing more trackdays,' Stuart reveals, 'and had PIE Performance fit a lightweight flywheel/clutch from the 4-litre RS for better engine response. A bit later I found the GT3 jumping out of second gear – a common problem – so had the gearbox looked at by Matt Counsell at Fearnsport, based at Silverstone.

'Matt decided that he wanted the gearbox out for a precautionary refresh, and while that was happening it seemed like a good opportunity to sort out the engine's water pipes – they're glued in place on the GT3 and can sometimes pop off, so I had Alan Docking [of Docking Engineering, also Silverstone-based] weld the pipes into place. His work is marvellous, aerospace quality.'

Concerned about the GT3's standard drilled steel discs cracking around the vent

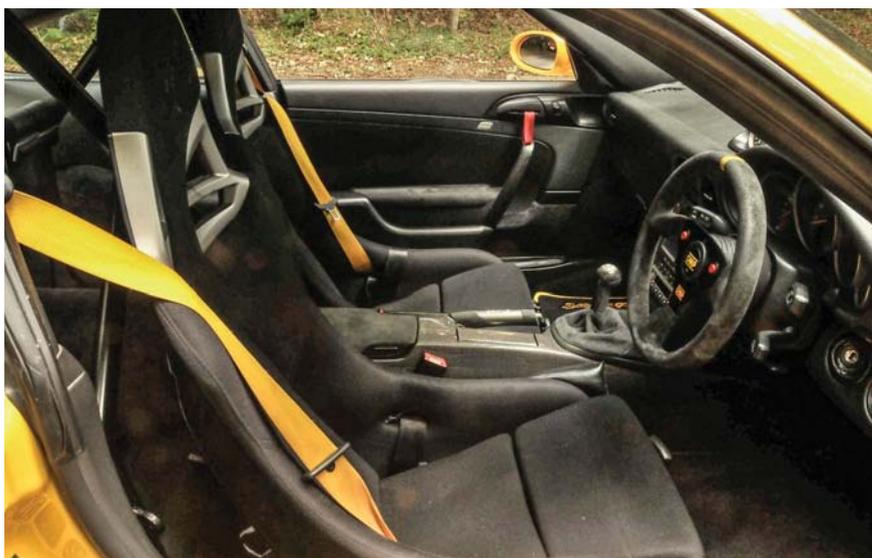
Kay's 996 Cabrio looks smart in Guards Red, riding on modified suspension. Interior has been retrimmed



“ I stopped at Snetterton and took a few snaps. The GT3 now spends considerable time on that track ”

holes during hard track use, Stuart replaced them with a set of larger Alcon alternatives with distinctive S-shaped grooves. 'They're lighter and you can stand the car on its nose when you brake hard,' enthuses Stuart, 'and they're better suited for track work than ceramics, but they're not exactly cheap...'

Also firmly in the 'reassuringly expensive' column of GT3 mods was a set of remote reservoir Nitron dampers. 'I'd been quizzing Matt (Counsell) about what I could do with the suspension, as it seemed to be the limiting factor in getting more performance out of the car on the track,' explains Stuart. 'Fearnsport had been testing a set of Nitrons on a GT2 RS, and when the tests were finished, Matt offered them to me for a good price. Great bloke that he is, though, he sent them back to Nitron for a rebuild before fitting them to the GT3. He then applied Carrera Cup settings to my suspension, and the improvement in my times at Snetterton are purely down to



Stuart's 997 GT2 at its second home: Snetterton. Stuart isn't one for locking his GT3 away. It gets well used as a track hack



Speed Yellow, with matching rims is a great GT3 colour combo. No point in being shy and retiring with a track focused GT3

Matt's setup.'

Perhaps also contributing to a reduction in Snetterton lap times are the wheels on Stuart's car. 'I saw them on eBay,' he tells us, 'and they're Manthey Racing forged magnesium wheels, so lightweight that you can really feel the difference when driving the car: however, the wheels were painted black, so to break up the darkness and protect the rims I bought a set of yellow plastic trims.'

Wheels aren't the only components Stuart has hunted down: a wealth of carbonfibre interior trim pieces, and also the 'smile' grille at the front of the car, were sourced through a popular online auction site and the 911UK forum.

As wonderful as Stuart's GT3 is, it is a track-focused car and Kay adds: 'To me it's just the yellow car,' she laughs. 'And I'm wary of it. It's got too much power. For cruising and holidays it can be a bit impractical to pack all the luggage around the Club Sport roll-cage!'

Which perhaps gave Stuart the excuse he needed to buy another Porsche, although he insists it was by lucky chance... 'A while ago I'd helped a friend source a 996 C4 Tiptronic Cabrio: she'd always wanted a Porsche. We bought it

from a guy in Exeter and it had no history and a few mods. But then my friend got a job that meant working away in Switzerland and she only did about 400 miles in the 996 in four years of ownership.

'One night I got a call from her saying she'd decided to sell it and I immediately told her I'd give her more than the best offer she received, then turned to Kay and said, "you've got a new car." Kay decided to call it Bernadette!

'It had a replacement service book, so I contacted Porsche GB and learned that the supplying dealer was Porsche Hatfield and that the car had originally been black. It was now fitted with the front end from a C4S/Turbo but the job had been done not using the correct parts; it also had coilovers, 19-inch rims, different interior trim, and a black hardtop fitted.

'Several warning lights were illuminating on the dashboard, but nothing too serious. They were sorted quickly with a new brake light switch and oil pressure sender; after I'd fitted new condensers and re-gassed the system, the air-con came back to life. A replacement front was painted, fitted and wrapped with paint protection film. I also added a low temperature thermostat and new coolant, a Spyder Performance

induction kit and carried out an oil change using Millers 10/60.

'If you were new to Porsches then this might not have been the car for you, but as a motorsport engineer, and receiving great technical advice from 996 guru, Richard Hamilton, along with fantastic support by Porsche Colchester parts department, it wasn't much of an issue to get the car sorted from being largely unloved, into a car to be proud of.

'Bernadette is now our holiday cruiser. In fact, we're just back from a 1200-mile jaunt that took us from Norfolk via the Silverstone Classic to Torquay, and along the coast to Brighton, then back home. Except for the last day when it was raining, we had the hood down the whole time. It's a fantastic car and gets lots of admiring comments and looks.'

Though clearly fond of the C4 Cab – which Kay really loves driving – Stuart's heart belongs to the GT3. 'I'll never replace it,' he insists, 'because what could I possibly replace it with? This is a car that you can pound around the Nürburgring one minute, and the next pop into Aldi and buy Frankfurters.'

Maybe this feature should be entitled His and Hers instead of You and Yours... **PW**

Left: Nitron dampers and a Carrera Cup suspension set up enhance Stuart's on track experience. Middle: Alcon brakes take track work in their stride



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# 70 YEARS OF PORSCHE

1948-2018



Words: Johnny Tipler  
Photography: Porsche Photographic Archive, Antony Fraser, Johnny Tipler

The '90s was the decade when Porsche affirmed its commitment to the 911, pressing on with the 964 and 993 in spite of difficult times economically. The front-engined sports cars reached their peak of development in the shape of 968 and 928 S4 and GT, but were phased out, along with the air-cooled 911s, to make way for the common platform 986 Boxster and 996 Carrera. This was a total sea change, a gamble, even, but one that, crucially, would set the company on course for corporate and financial stability and a formidable platform from which it could plan for the future



## 1990

- Porsche introduces the all-wheel drive 964 Carrera 4 and the rear-wheel drive 964 Carrera 2. Body versions include Coupé, Cabriolet and Targa models. The cars share a mere 15 per cent of their component parts with the previous 911. Gone was the 'whale-tail' fixed wing of Sport Equipment 3.2s – the new spoiler emerges from the engine lid at 7mph and extends above 50mph to improve downforce at high speed. Below 7mph the spoiler folds away to integrate with the engine cover.

- New Tiptronic automatic transmission is available for the Carrera 2, offering a choice between fully automatic shifting and

clutchless manual shifting. The C4 is not available with Tiptronic because of its all-wheel-drive transmission system.

- The 964 Carrera Cup racing cars were built by the factory and sold to private customers to run in the eponymous championship in Germany, and also used in many single-make series worldwide. The 964 RSR dominated the GT class in endurance racing in general – and the Carrera Cup was a curtain-raising support race at F1 Grands Prix, also paving the way for the proliferating international and national Carrera Cup and Super Cup series.

- As the Carrera Cup series takes off in the 1990 racing season, Porsche

competition HQ at Weissach designs and builds an initial run of 50 Carrera Cup cars, based on the 964. Power output is 265bhp (195kW) at 6100rpm, with a 6800rpm maximum. Compared with the standard model, the performance increase of five horsepower is moderate, and the three-way catalytic converter is mandatory. 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, set 55mm lower than standard. Power-steering is omitted, while the car runs large internally-ventilated and perforated brake discs combined with

Early '90s was all about the 964, on the back of which the Carrera Cup was launched, still going strong today

Below left: Tiptronic was introduced with the 964. Four-speed transmission seems positively archaic now, with current 7-speed PDK



964 Carrera RS is launched in 1991, the first use of the RS badge since 1974. Car pictured here is in the popular Rubystone colour



the standard ABS system. An aluminium roll-cage, replaced in 1992 with a welded-in steel cage, protects the cockpit and increases the torsional rigidity of the shell. The 964 Carrera Cup car weighs in at 1120kg.

- Olaf Manthey is German Carrera Cup Champion; his racing organisation goes on to become Porsche's motor sport engineering partner. Few independent Porsche specialists have enjoyed quite as much success in international competition as Olaf Manthey, to the extent that Manthey Racing virtually owned the awesome Nürburgring 24-Hours race a few years ago. The team was established in 1996 to contest the Porsche Supercup and Porsche Carrera Cup in Germany, winning the Supercup four consecutive years with Patrick Huisman in 1997–2000. Manthey also ran one of the two development 996 GT3-Rs at the 1999 Le Mans 24-Hours, and has won the Nürburgring 24-Hours five times consecutively, scoring numerous podiums, too. In December 2013 Porsche acquires a 51 per cent shareholding in the Manthey team, since it represents the manufacturer in the GTE-Pro and GTE-AM class of the World Endurance Championship. Now, Weissach works closely with Olaf Manthey's team in the build and set up of its 470bhp 991 RSR campaigned in the GTE-Am class.

## 1991

- Porsche becomes the first car maker in Germany to equip all production models with an airbag for driver and front passenger as standard equipment.
- The Porsche 968 replaces the 944.

Output of the 3.0-litre power unit is boosted to 240bhp.

- The V8 power unit of the Porsche 928 now fitted in the GTS increases in both size and output to 5397cc, 350bhp.

- A major mid-term update in 1991 brings redesigned heads and barrels, plus an O-ring seal, preventing seepage between heads and cylinders, and a more efficient and lighter plastic induction system.

- The new 964 Turbo with traditional Turbo rear spoiler is introduced. It still has a 3.3-litre engine, developing 320bhp, but could be ordered with 360bhp.

- Based on the Carrera Cup racing cars and designed for owners wishing to use their car on road, track, hillclimb or sprint, the 964 Carrera RS is released in September 1991.

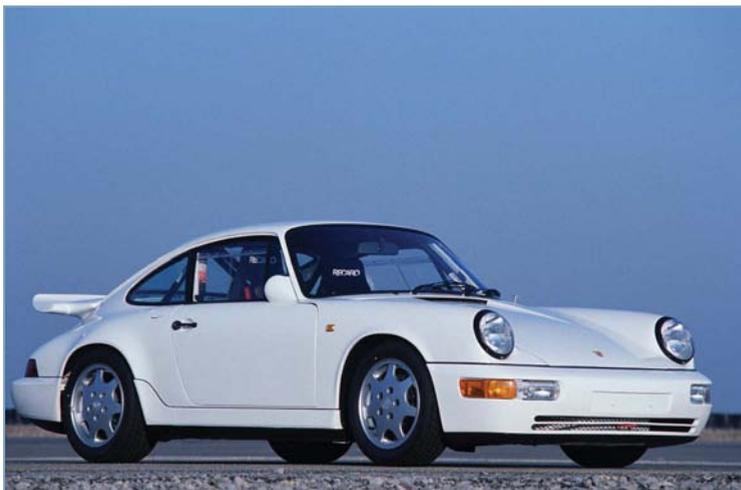
- The 964 C4 Leichtbau, or Lightweight, is constructed at Weissach. Just 20 cars are built using parts left over from the 953 '84-'86 Paris-Dakar programme. At first glance, the C4 Leichtbau looks more or less like any other stock 964, even down to the D-90 magnesium alloy wheels. However, it has a fixed rear wing and plastic inserts in the side windows, and in the cabin it has a full rollcage, fire extinguisher system, race seats and full harnesses; there is no handbrake lever, and there's a pair of aluminium wheels the size of glasses lenses on the dashboard for controlling the limited slip diff-lock. Built over a six-month period between 1990 and '91, the C4 Leichtbau incorporates spares left over from the '84-'86 Paris-Dakar programme and is a pet project of Jürgen Barth who oversees the customer race car build programme. It is basically a Carrera Cup car but with shorter gear ratios from the all-wheel-drive

953, enabling a top speed of about 200kph (124mph). The rollcage is constructed by Matter to the same format as the Cup cars, and the closure panels are in aluminium. With no glass or winding apparatus, the doors are incredibly light and close perfectly, while the plastic side windows include snug-fitting sliding vents. The fixed rear wing is Kevlar for maximum lightness in the tail, and the rear-view door mirrors are configured for minimal wind resistance. Its ignition cut-off switch lives discretely under the front lid, though rather inaccessible to marshals in the event of a racing shunt. Apart from the ratios in the G50 gearbox, the mechanical spec is close to the 964 Cup cars. Tyres, dampers and brakes are from the Cup car but with ventilated discs from the RSR. There is no servo as it was considered unnecessary weight. Camber settings and bushes are the same, as is the steering rack. The 3.6-litre flat-six is to Cup spec, but an open exhaust with no heating system lifts power slightly to 265bhp. All-up weight is 1100kg. Weissach built 22 cars, all sold to the USA, Japan and Germany. There never was a dedicated race series for them, like the Carrera Cup, so they remain an enigma.

## 1992

- A special model appears briefly in 1992 called the 911 Turbo S. Eighty cars are built with a modified 3.3-litre motor, giving 381bhp. These are lightweight specials in the style of the Carrera RS, and come with wind-up windows, no rear seats, thin glass, lightweight panels, vented rear wings, 18in split-rim wheels and Recaro lightweight bucket seats. Inspiration for the

Below: The 964 C4 Leichtbau (Lightweight). Just 20 cars were built. Right: 964 Turbo carries on Porsche's forced induction tradition



# 70 YEARS OF PORSCHE

1948-2018



Turbo S Lightweight springs from a one-off 3.3-litre 964 Turbo S racecar, built by Andial and developed by Weissach guru Roland Kussmaul for Florida-based legends Brumos Racing, who are victorious with it in the '91 and '92 IMSA Supercar Championship for production-based cars. In early 1992, the head of Porsche's high-flying Exclusive department, Rolf Sprenger, declares his intention to productionise a version of the Brumos car in very limited numbers. The 3.3 Turbo RS Lightweight is street-legal, with superior power, torque and handling to the standard Turbo, plus bodywork to match. All Lightweight Turbo Ss have a red tray surrounding the intercooler and the fan casing and air-filter box are also in red. The rear spoiler is not like that of the normal Turbo: it's the same one that they used on the 964 C4 Leichtbau. The front lid is carbon-fibre and the doors are flyweight aluminium. Intriguingly, the ducts in the leading flanks of the rear wings are different sizes, bigger on the right-hand side than the left. That's because the left one serves the intercooler and the right-hand one cools the brakes, but of necessity it's smaller because of the oil tank location. The 964 Turbo S Lightweight is, effectively, a turbocharged RS: it's got lightweight door cards, handles and canvas door pulls, and wind-up windows, plus RS bucket seats and four-point Schroth harnesses, and RS-style wheel centres hallmarked Turbo S. Planned production run is initially 80 cars, and the build kicks off in July '92, closing in November the same year with 86 units completed, making the Turbo S Lightweight a '93 model-year car. Such is the esteem with which it is regarded inside the company that the '92 Geneva show car was selected as one of the exhibits in the '25 Years of Porsche Exclusive' event staged at

the Porsche Museum in 2011.

- The 964 Turbo's engine capacity grows to 3600cc, developing 360bhp, capable of 0 to 62mph (100 kph) in 4.6-seconds according to *Auto Motor und Sport*. It is particularly rare, with fewer than 1000 cars produced. It has 18in split-rim alloy wheels as standard and 20mm lowered suspension (though not for North America) compared with the 3.3-litre version. This flat-six is a development of the 3.6 Carrera 2/4 engine, producing 360bhp. The clutch is similar to that of an RS, with a tighter limited-slip differential – and bigger brakes with Big Red calipers are fitted. Inside, the Turbo 3.6 retains all the luxury equipment of its predecessors.

- The LUK flywheel replaces the problematic Freudenberg dual-mass component.

- The 964 RS America is developed for the US and Canadian markets. It was never intended as a competition version, and it is actually a stripped-out, bargain-basement Carrera 2, as opposed to the homologation special 964 RS. It lacks the Carrera 2's power steering, rear seats, some sound-proofing, air conditioning and sunroof. It uses RS sports suspension (which is available for the Carrera 2) and the normal 250bhp engine and G50 gearbox, aluminium Cup wheels and a fixed rear spoiler, altogether saving around 70kg. Just 240 RS Americas are manufactured by the end of 1992.

## 1993

- Dr. Wendelin Wiedeking, head of production and materials management, is appointed chairman of Porsche AG. It's largely under his tenure of the helm that the mass-production water-cooled revolution takes place.

- Based on the narrow C2 shell rather than the Turbo, the Speedster is the last variant of the 964 series to appear, mostly delivered the following year. Just 936 units of the low-screen two-seater drop-top are produced, of which 427 head for the USA. The 964 Speedsters are rear-drive C2s rather than C4 chassis, and all but 15 are narrow-bodied. The Speedster's canopy folds away under the glassfibre shell with the double bubble humps. Its steering wheel is an RS version, and it's also fitted with RS door pulls and, perversely, electric windows, and runs on Cup wheels. A singleton 993 Speedster is created by Porsche Exclusive for Butzi Porsche in 1995.

- To mark 30 years of the 911, exactly that many 964 Turbo-bodied coupes are offered from March 1993 and called the Celebration. They come with four-wheel drive, manual gearbox and electric rear spoiler, each individually numbered with a plaque on the rear parcel shelf.

- Refocused on 911 development, Porsche introduces the final version of the air-cooled classic, the 993, and the totally revised 911 Carrera 2 premieres at the Frankfurt motor show, featuring an even more streamlined body, the new multi-link rear axle and a choice of either six-speed manual gearbox or four-speed Tiptronic. The 993 is powered by the 272bhp incarnation of the 3.6-litre air-cooled flat-six engine, mated with a six-speed manual gearbox, in rear-drive format only, while revisions include lighter pistons and conrods and a stronger crankshaft. In-house stylists Richard Soderberg and Tony Hatter re-vamp the body to the extent that only the roof is carried over from the 964. The trademark 911 upright headlamps make way for reclined poly-ellipsoid units, which enable lower-set, more rotund front wings. The bonnet is set slightly higher at the front to provide marginally greater load space, merging with the correspondingly bulbous front bumper.

Left: Lightweight 964 Turbo S packed a 381bhp punch. Above: 964 RS America, was exclusive to... America, funnily enough

Below left: 968 Club Sport is final hurrah of the original 924 concept and famed for its handling genius. 1993 Boxster concept a glimpse into the not too distant future





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Silver with black leather  
53,000 miles ..... **£33,000**



**911 997 "4S" 3.8 (06 - 2006)**  
Basalt black with black leather  
65,000 miles ..... **£32,000**



**911 997 "4S" 3.8 tip (56 - 2006)**  
Silver with ocean blue leather  
51,000 miles ..... **£31,000**



**911 997 "2S" 3.8 (06 - 2006)**  
Seal grey with black leather  
50,000 miles ..... **£31,000**



**911 997 "4S" 3.8 (56 - 2006)**  
Basalt black with black leather  
63,000 miles ..... **£31,000**



**911 997 "4S" Cab tip (56 - 2006)**  
Silver with black leather  
66,000 miles ..... **£30,000**



**911 997 "2S" 3.8 tip (06 - 2006)**  
Midnight blue with ocean blue leather  
63,000 miles ..... **£30,000**



**911 997 "2S" 3.8 (06 - 2006)**  
Silver with black leather  
67,000 miles ..... **£30,000**



**911 997 "2S" 3.8 tip (56 - 2006)**  
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57,000 miles ..... **£28,000**



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



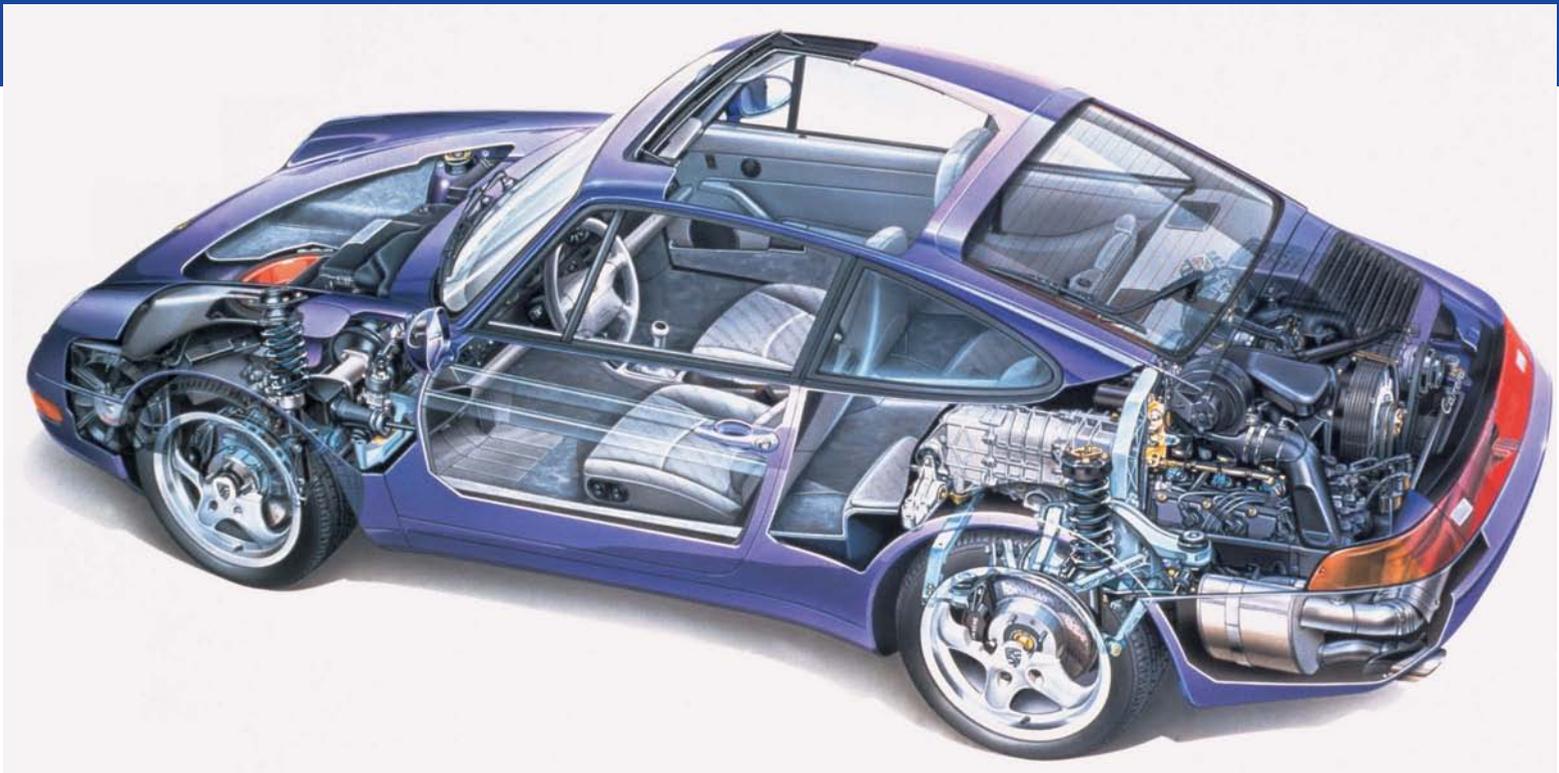
**Cayenne "GTS" 4.8 tip (63 - 2013)**  
Basalt black with black alcantara  
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Basalt black with black leather  
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These poly-ellipsoid headlights transform the 911's previously marginal lighting, relying on the reflector instead of the lens to focus the beam from the twin halogen bulbs, which Porsche claim are 50 per cent brighter than those of the 964. Output doubles immediately: from 8292 examples of the 964 produced in the 1993 model year, Porsche makes 16,643 units of the 993 during the 1994 model year.

● The 968 Club Sport appears. In production from 1993 to 1995, the 968 Club Sport is, like the 3.2 Carrera CS, a lightened (by between 50- and 100kg depending on options), trackable version of the standard model. Powered by the 240bhp, 3.0-litre, 16-valve straight-four driving through a six-speed gearbox, the MO30 options list includes stiffer springs, adjustable Koni dampers, stiffer anti roll bars, cross-drilled 304mm discs and 40% limited slip diff. The CS is lowered by 20mm with shorter springs at the front and adjustments to the anti-roll bars at the rear. Production of the 968 Club Sport amounts to 1538 cars, with just 179 in right-hand drive.

The 968 Sport is a less radical derivative, built on the same production line as the CS, while the 968 RS Turbo is an obscure sibling, with just four units made for racing. Everything about the interior is austere presented, though the Recaro bucket seats are quite supportive and as padded as necessary for trackday work. It weighs 50kgs less than the standard 968 by dint of trimming the standard spec, including banishing the rear wiper,

replacing electric windows and mirrors with lighter manual versions, and the rear seats, luggage boot cover and electric catch for the rear hatch are also absent. Some of the sound-deadening material, airbags, cassette holder and alarm are left out as well. The 968's comfortable driving position is aided by the Sparco wheel that projects back towards the driver so the legs can be more or less straight out in front of you while the arms are bent.

● Porsche unveils a concept for a mid-engined sports car, the "Boxster," at the Detroit motor show.

● The 993 GT2 is launched as a Le Mans racing homologation special. With near-racing spec suspension and with 430bhp it accelerates from 0-60mph in 4-secs and hits 184mph, and quickly gains a reputation for being rather unforgiving in the wrong hands.

● Driving a 964 Cup Car, Alfrid Heger is Champion of the inaugural Mobil 1 Supercup Championship, curtain-raiser to the F1 Grand Prix series.

## 1994

● In March, the 993 Cabriolet variant is released, with the all-wheel-drive 993 Carrera 4 appearing in August, featuring a new viscous transmission coupling.

● The 993 Carrera RS is unveiled for racing, with an extra-light body, a larger, fixed-position rear spoiler and a more

powerful 3746cc, 300bhp engine.

● In spring, production of the 993 Cabriolet ends.

● Victory at Le Mans for the Dauer Porsche 962 with Yannick Dalmas, Hurley Haywood and Mauro Baldi driving. The FIA's new technical regulations governing Le Mans prototypes, Le Mans GT1 and Le Mans GT2 – the new classes in the order of their expected performance – are astutely interpreted by Porsche engineers who glean that the 962 C, dominant in the 1980s, can be modernised and modified to be eligible as a Le Mans GT1 race car, because the required street-legal version already exists: the Dauer 962. At Weissach, the Dauer 962 LM-GT is configured with a flat underbody, the required minimum weight of 1000 kilograms, and narrower tyres (14in instead of 16in). Porsche is setting its sights on the GT1 class victory. But it turns out quite differently: With an hour to go, a Toyota prototype is in the lead, and right behind are the two works-run Dauer 962 LM-GT1s. When the Toyota disappears into the pits for repairs to its gearbox, Porsche sweeps to its 13th overall victory.

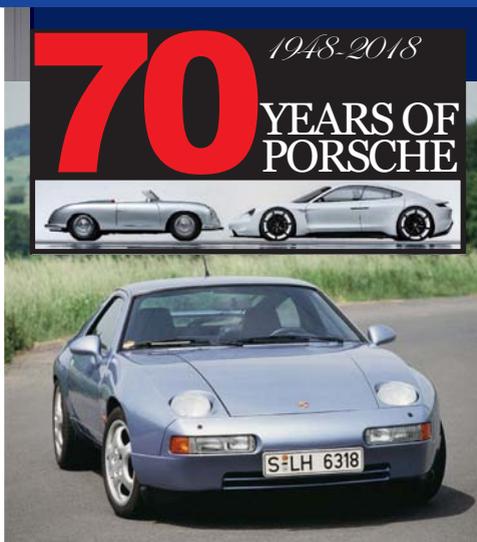
## 1995

● Porsche discontinues its front-engined models, the 968 and the 928: it's the end of an era that's lasted two decades.

Launched in 1993, the 993 refined the 911 concept yet further and was the last of the air-cooled cars

Left: The 962 continues to be a Le Mans winner. Below: 993 Cabriolet arrives in 1994





Above: 911 GT1 is sold as road legal, to homologate it for GT1 sports car category. Middle: 993 Turbo features four-wheel drive and 408bhp. Right: Front engine era closes in 1995

- The 993 Turbo 4 comes out in 1995 – and is also known as the Bi-Turbo or Twin Turbo. Its 3.6-litre engine develops 408bhp, and uses the same four-wheel-drive transmission as the normal Carrera 4. With twin turbochargers, Motronic engine management that electronically controls the wastegates, larger Big Red brakes, upgraded suspension, 18in alloys and the wider body, the Turbo is still usable as a daily driver, despite its 180mph potential, although its firm ride makes it less amenable in town. The rear wings are a little wider, the front apron has a more aggressive look – with additional brake cooling vents – and its fixed whale-tail spoiler accommodates the intercooler. With Emission Control System OBD II, the 911 Turbo becomes the world's lowest-emission production car.

- In February 1995, the 993 Carrera RS is released, its 3.8-litre engine fitted with Varioram inlet ducting pushing out 300bhp. Just 274 RSs are produced. From August 1995, all 3.6-litre 993 engines are equipped with Varioram induction, together with larger intake and exhaust valves.

- The 993 GT2, which can also compete in motorsport, is launched as a limited series. 202 units are hand-built at Weissach, with 50 specified for road use.

- The 911 GT1 is announced as a contender in the GT1 class and sold as a road car for homologation purposes. The limited-production street-legal version is labelled the 911 GT1 Straßenversion (Street version). It has very little in common with the 911, as its floorpan is from the 956/962 Group C sports-prototype racing car. The GT1 features a water-cooled, twin-turbocharged and intercooled, four-valves-per-cylinder flat-six mounted amidships, developing 600bhp.

- The 911 Carrera 4S expands the model range.

## 1996

- The one-millionth Porsche leaves the assembly line on July 15th, presented by Ferry Porsche.

- The 993 Targa model arrives, its ingenious sliding glass roof superseding the traditional rollover hoop-and-glasshouse version. Unlike most sunroofs where a glazed or Perspex panel allows an aerial view, the 993's panel is an expansive canopy occupying the car's entire roof space. The glass panel itself is operated by a button on the centre console ahead of the gear lever, one touch erecting the wind deflector, a second touch activating the retraction mechanism. The glazed roof eases its way rearwards and is stowed discretely inside the rear window, forming two layers of glass in the process, while leaving the aperture over the cabin wide open. A full-length roller-blind extends the length of the roof at the press of a button, should additional privacy or insulation be required. A total of 4583 Targas are constructed.

- Success at Le Mans for the Jöst Racing TWR Porsche WSC-95 in the hands of Manuel Reuter, Davy Jones and Alex Wurz. Meanwhile the Porsche works team, running two 911 GT1s, finish second and third with Hans Stuck, Thierry Boutsen, Bob Wolleck and Karl Wendlinger, Yannick Dalams and Scott Goodyear, respectively.

- Michael Roock's Roock Racing squad 993 GT2 wins the GT2 class at Le Mans, with Ralf Kelleners/Guy Martinolle/Bruno Eichmann sharing the honours.

- This is the dawning of a new era, as the 986 Boxster is introduced. Spec

includes mid-mounted, 201bhp, 2.5-litre water-cooled flat-six, and styling marks a return to the halcyon imagery of the 550 Spyder and 718 RSK, overseen by design chief Harm Lagaaïj. The aluminium flat-six engine has four-valves-per-cylinder, driven by twin overhead camshafts per cylinder bank via self-adjusting hydraulic lifters. Regulations also dictate incorporation of twin three-way catalytic converters, and a Bosch DME (Digital Motor Electronics) engine-management system controlling the sequential fuel injection, VarioCam variable valve timing, Lambda probe control and idle-speed setting. The power passes through a conventional five-speed manual gearbox mounted between the rear wheels and aft of the engine, and a Tiptronic 'S' automatic transmission with fingertip manual override is available as an extra-cost option. The Boxster represents a completely new manufacturing philosophy and fresh imagery at Porsche, sharing its platform and much of its componentry with the up-coming 996, created by the fully-automated production methods on which Porsche's future depends, and setting the stage for totally new model ranges. Porsche quickly responds to worldwide demand by establishing a second Boxster construction plant at Valmet Automotive in Finland.

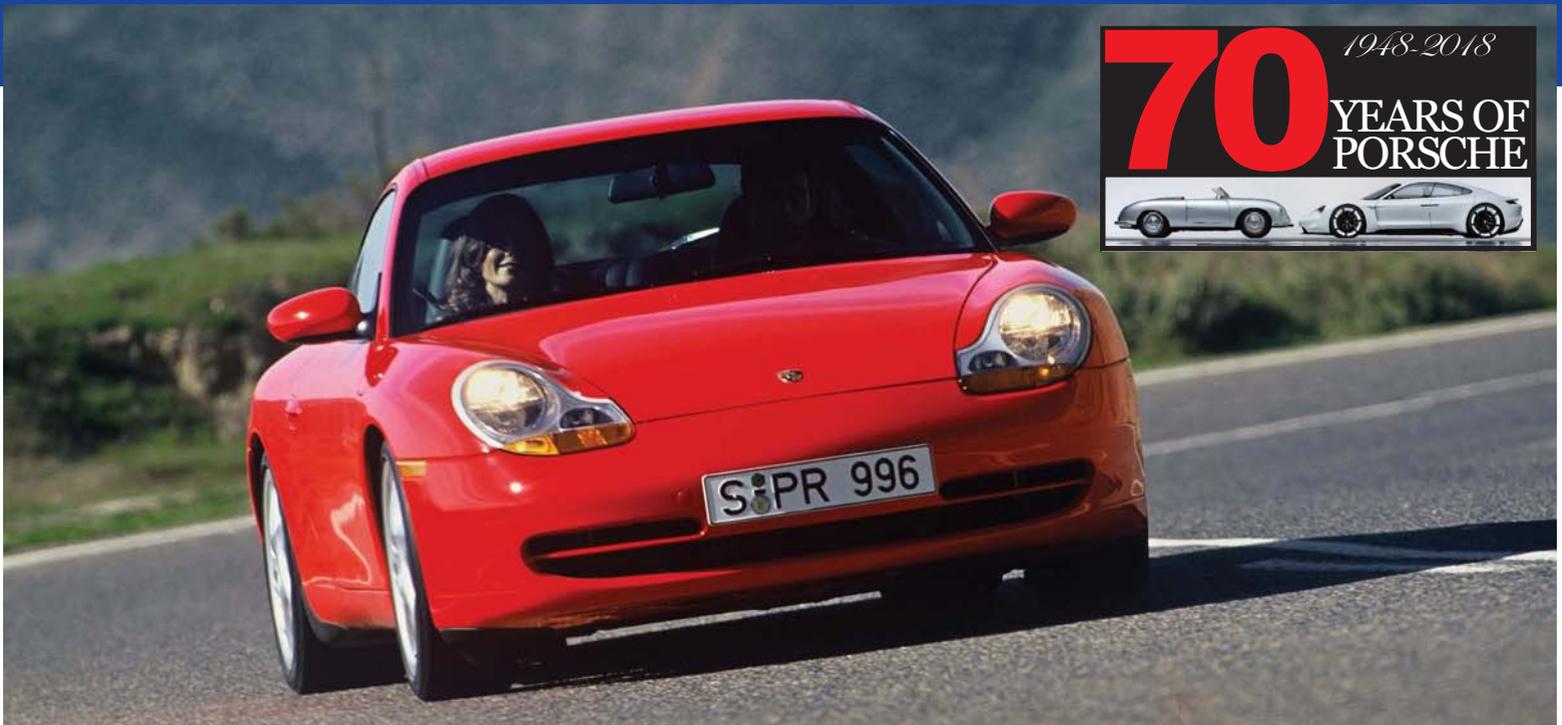
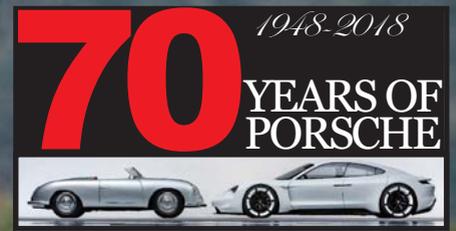
## 1997

- The C2S is released in order to boost the sales of the 993 prior to the arrival of the new 996. It also features the wide body and a unique split electric spoiler, but is underpinned by the regular Carrera 2 chassis.

- The Jöst Racing TWR Porsche WSC-95 wins at Le Mans again, driven by Michele Alboreto, Stefan Johansson and

Below: Ferry Porsche, with the one-millionth Porsche to leave the assembly line. Right: 1996 and the Boxster, kick starting Porsche's road to riches





Tom Kristensen.

- At Le Mans the Swiss Haberthur Racing team takes the GT2 class win with the 993 GT2, with Rook Racing in 2nd, 3rd and 5th.

- In the UK, Steve O'Rourke wins the British GT Championship outright with the EMKA 993 GT2.

- Porsche introduces the 996: the first 100 per cent all-new 911 model since the first one in 1964, breaking with hallowed 911 tradition by using a liquid-cooled engine. Stylists involved with the water-cooled Carreras include Harm Lagaaij, Pinky Lai, and Michael Maurer. The 996 Carrera 2 is launched in rear-drive format, and with either a six-speed manual gearbox or a five-speed Tiptronic S automatic as the all-wheel drive Carrera 4, introducing traction control with the Porsche Stability Management system (and with it a raft of similar acronyms).

## 1998

- Ferry Porsche dies on March 27th, aged 88.

- Porsche's factory-run 911 GT1-98 wins the Le Mans 24-Hours, helmed by Laurent Aiello, Allan McNish and Stephane Ortelli. In the mid '90s, GT cars became more and more popular in motorsport, and in response, Porsche developed the 911 GT1, which had debuted two years previously at the 64th Le Mans 24-Hours. The new Porsche sports car is the first 911 with a mid-engine, providing

additional aerodynamic benefits along with better-balanced weight distribution. The changeover from air- to water-cooling in order to improve the thermal load and fuel consumption is also a new feature. Against extremely tough competition from the works teams of Mercedes, BMW, Nissan, Toyota and Chrysler, the 911 GT1 achieves a notable 1-2 victory, Porsche's 16th in the 24-Hours race. Weighing only 950kg, the GT1 is the first Porsche racing car to feature a carbon-fibre monocoque chassis. The 3.2-litre engine with dual KKK turbochargers and 33.9mm air restrictors delivers around 550bhp (7200 rpm), while power is transmitted to the rear wheels via a sequential 6-speed transmission.

- Larry Schumacher takes the US Professional Sports Car GT2 category for the second year running with a 993 GT2.

- Jean-Pierre Jarier scoops the French GT title with the Sonauto 993 GT2.

## 1999

- Launched in May 1999, the 996 GT3 combines a higher performance, normally-aspirated engine with sports-tuned, track-focused suspension to produce a highly-strung thoroughbred. Road-going models come in two trim levels: Comfort or Club Sport, the latter featuring racing seats and rear roll cage at no extra charge. Club Sport versions also employ a single-mass flywheel, allowing the revs to rise and fall more rapidly. With similarly tweaked

suspension, the Comfort features leather-upholstered bucket seats, but no rear seats or centre console. The gen 1 GT3 is the last Porsche to have a throttle cable, and apart from ABS it has no other driver aids. It is also the last road-going Porsche to be built on the motorsport production line.

- On the international motor racing front, the GTS category supersedes GT2, and the 996 GT3 effectively succeeds the 993 GT2 as works-backed racer.

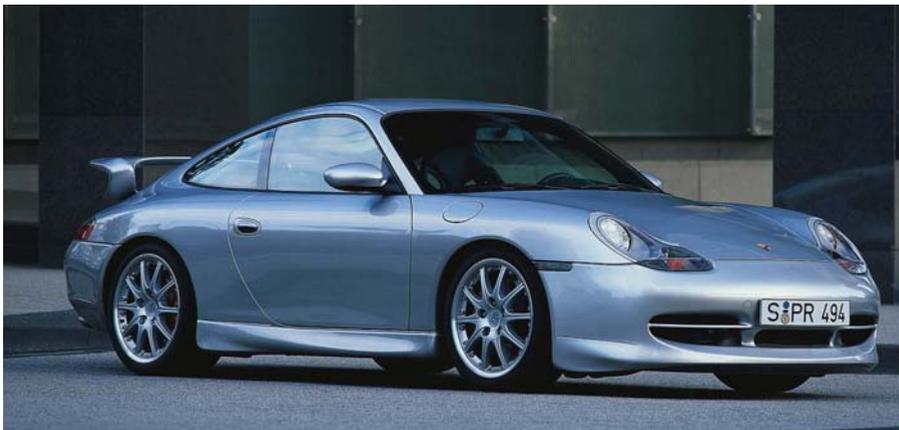
- The Porsche Ceramic Composite Brake (PCCB) is presented as a world first.

- Porsche confirms that it will build its new sport-utility Cayenne in Leipzig, eastern Germany. The vehicle, designed and developed by Porsche and shared with Volkswagen's Touareg SUV platform, is scheduled to debut in 2002.

- In autumn, for the 2000 model year, the Boxster receives its first major tweaks. The original 2.5-litre engine is replaced by a 2.7-litre unit, offering 220bhp and 192lb ft, while the 3.2-litre Boxster 'S' is also announced, with 252bhp and 225lb ft torque. The 2.7 Boxster receives POSIP (Porsche Side Impact Protection) airbags in the doors, and the 'S' gains a small central oil-cooler inlet at the front, 17-inch wheels, bigger brakes with red-painted calipers front and rear, twin exhaust tailpipes, and a titanium-coloured Boxster S badge on the rear lid. Leather upholstery, air-conditioning and a three-spoke steering wheel are fitted in the 'S' as standard. Porsche looks set fair for the New Millennium. **PW**

Following hot on the heels of the Boxster, and using many of its components, the 1997 996 model 911 is the first all new 911 since its 1963 launch and a radical departure to boot

Bottom left: 996 GT3 was a proper road racer and gave the new age 911 some serious performance. Below: Could be specced with Porsche's Ceramic Composite Brake discs





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Words: Johnny Tipler Photography: Antony Fraser

# LE MANS CLASSIC 911

In association with Le Mans Classic's organisers, celebrating the event's tenth anniversary, Paul Stephens is producing ten identical 911s, to be presented to purchasers on the grid at 2020's retrospective weekend. We review the prototype PS Le Mans Clubsport



‘Life is a Minestrone,’ declared ‘70s popsters 10CC, and Paul Stephens’ Le Mans Classic 911 Clubsport is rather similar, composed as it is of a wholesome variety of different ingredients that blend seamlessly to dish up a fabulous stew of enhanced 911 characteristics. Perhaps ‘Bouillabaisse’ might be a more apt culinary analogy, seeing as the project is decidedly French-inspired, produced in consort with Peter Auto who organise the Le Mans Classic festival. Still, hospitable to a tee, Paul never fails to indulge me with Minestrone on our ad hoc photoshoots, so that gumbo variation will do for the time being.

Let’s pause at La Sarthe for a minute: at this year’s Le Mans Classic meeting there were 63 similar-looking 911s (no less) in the dedicated Classic Porsche-only race, so Paul Stephens has hit the nail on the head with the car’s styling and attitude. With an obvious nod to the 2.7 Carrera RS, it’s a mix of old and new, based on a 3.2 Carrera donor car with upgraded suspension and its 3.2 capacity raised to 3.4-litres, producing 300bhp. I first saw this car in early July when Paul unveiled it outside Apsley Tailors in Pall Mall, and it was taken swiftly over to Le Mans to be presented outside the Drivers’ Club during the 2018 Classic event in July. There’s a very specific reason for its creation. The Le Mans Classic 911 Clubsport celebrates

the tenth running of the biennial festival, so Paul will be producing ten 911s identical to this one, presented in white with green and black stripes of Peter Auto’s house style.

The project began when Paul proposed to Peter Auto that they endorse a celebratory 911 in the mould of his backdated, bespoke PS Autoart cars, to commemorate ten incarnations of the biennial historical extravaganza. ‘I remembered that Classic Le Mans started in 2002,’ says Paul, ‘so 2020 will be their tenth anniversary. I noticed that they’d collaborated with other brands such as Seiko watches and EFG banking, but I couldn’t see that they had done a collaboration with a car manufacturer or





specialist, so I approached them with the initial idea: would they be interested in a limited run of cars to celebrate ten years of the event? And they came back and said yes, they could be. So, then we tied down a specification, and drew up contracts, because the ACO (Automobile Club de l'Ouest) had to be involved as well, as the Le Mans event is licensed by the ACO, so the car had to be an officially licensed product. That's important, because it is genuinely a bit more than just sticking some stripes on, and there's lots of things on it that we haven't necessarily done before.'

Our feature car here is the prototype, so it's PS chassis 00, and the actual ten Le Mans Classic Clubsports will be appropriately numbered. Depending on whether the customer wants a Lightweight version or a Touring version Paul Stephens' reference is either M472 or M471, which

are the build codes for the '73 2.7 RS variations. The ten cars will only be configured as coupés, with long bonnets and de-seamed roofs; that's to say, no rain gutters. The front lid is in aluminium, while the M471 is fitted with Lexan side and rear windows, and no underseal. The colour scheme is Carrara white metallic with painted green and black stripes (not stickers) and Le Mans Classic logos on the doors and engine lid. It's weather susceptible: the fact that it's a metallic hue means it changes colour slightly when the sunlight hits it, though it does go quite dull when it's cloudy.

The front bumper is composite, while the panel gaps are much tighter than the donor car's. The shell's sleeker look is achieved partly by removing the rain gutters, and as well as being de-seamed in this way there's no sunroof, and the racing door mirrors are

adjustable. The production car will have a 964 bonded windscreen surround, and the wheelarches are rolled neatly to accommodate the Fifteen-52 branded wheels and tyres. The front ducts are important keynotes on a 1970s car and these are PS's own composite ducts, supplying air to the oil cooler and the brakes, while the central grille serves the air conditioning if that's installed. The headlights are LED units from the Californian firm 9Eleven Headlights, incorporating DOT/ECE LED projectors and 10w LED amber indicators. It has one-piece orange lenses in the front and one-piece red lenses at the rear. The split grilles in the ducktail engine lid are ex-993 C2S. And although the ducktail looks at first glance as if it's from a 2.7 RS, actually its profile is quite different, with the contours of the tail's edges squared off. The eagle-

Just ten PS Le Mans Classic Clubsports will be built, to be presented to their respective owners at Classic Le Mans in 2020. This is the prototype and so bears chassis No 00





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eyed reader will note from my colleague's photographs that the jacking points and the oil lines are exposed, but this won't be the case on the finished cars: they'll be clad in a thin moulding taken from the external sill of a 997.

Its 3.2 Carrera engine is bored up to 3.4-litres with new Mahle barrels and pistons; it has the same crankshaft, though that is lightened, as well as the same lightened and balanced conrods, and camshafts re-ground similar to RSR spec. Peak power is actually delivered at a soaring 7000rpm, and, says Paul proudly, 'it goes right round to 8000rpm.' What makes it more efficient is the way the air and fuel mixture is optimised, achieved via a re-mapped ECU,

while the throttle bodies – made by AT Power at Wymondham, Norfolk – are all set up individually and topped by an induction manifold adapted from a 997 GT3. Transmission is by Getrag G50 5-speed gearbox allied to a lightweight single-mass flywheel and clutch, and limited slip differential. 'We're still experimenting on where to put the air filter, but it runs a bit cooler where it is at the moment; it gets more of a draft. It hasn't got a red oil filter because we painted it black, as a red one doesn't go with the green and silver, and we put the aluminium oil filler cap on instead of a yellow one to match everything else that was going on in the engine compartment.' Suspension remains true to the original,

though suitably upgraded: it runs front and rear torsion bars with 22mm front anti-roll bar and 21mm anti-roll bar at the rear, along with KW Variant 3 adjustable dampers all round. The wheels are Magnus Walker's Fifteen-52 001, 7in x 16in, finished in satin black, and shod with Yokohama Advan Neova AD08R tyres, 205/50 front and 225/50 rears.

It's in the cabin that the car is probably at its most unique: the green and cream Hound's Tooth chequered seat fabric is specially made to clad all ten cars, and ties in exactly with the designated colour scheme. Likewise, the seat belts' green webbing is specially made to match the colour ways. Paul comments: 'I want you to

Interior features neat green visual touches, but there's rather more to it than that. A lot of the mouldings have been remanufactured, such as the dash top and kick plates

Custom dials and a rev counter that really does redline at 8000rpm!





“ Peak power is delivered at a soaring 7000rpm and it goes right round to 8000rpm ”



feel that it is something that should be there, because it's easy to over-style something, and I want you to think, yeah, Porsche might well have done that. These little door pockets are just for fun, for a

door panels, the door tops, the inner sill covers have been replaced, too: 'We've remanufactured all of these panels, partly to make it lighter, but also to get a consistent quality that's not in the original car, so, for

doesn't fit properly, so that's going to be done as well. All the kick boards have been replaced as well as the centre tunnel and rear parcel shelf, and it's got a little luggage box in the back seat well, so you've got acres of space.' You want to go touring? You'll need bags and baggage, and part of the Clubsport package includes six pieces of matching luggage, his and hers, designed to fit neatly into the various nooks and niches within the car, or tied in along the rear shelf. You get two briefcases, a couple of clutch bags for passports and documents, and a pair of weekend holdalls.

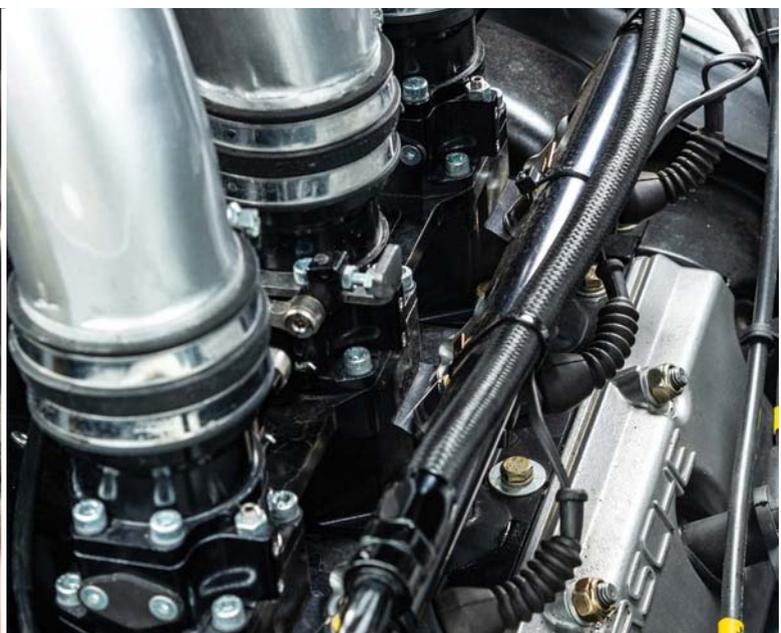
Engine is bespoke. Capacity is 3.4-litres, with Mahle pistons and lightweight con rods, allowing it to rev to 8000rpm. Individual throttle bodies (below) and a modified 997 GT3 plenum take care of the induction

## “ Throttle bodies are set-up individually. Plenum is adapted from a GT3 ”

phone or your sunglasses to tuck in, but you don't need masses of storage; it's meant to be more of a styling thing. And then, interior-wise, we've got two variants, and this is a Touring so it's got tilting seats for accessing the rear of the cabin.' All the

instance, if you look at the door panel gaps they're much tighter than they are in the original 3.2 Carrera or 964. The donor dashboard would not be acceptable for the same reason. We haven't had time to do the glove box yet, and you can see that it

The steering wheel is a Porsche Momo motorsport wheel with green marker ring at the top, while the gear-knob has been made to resemble a period item displaying a G50 pattern, a nod to the 915 period. 'We cleaned up the whole fascia so all the little



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switches that are scattered about on a normal 911 have been rationalised, and the radio has gone, and we've located them elsewhere.' The dials have green faces, matching the green striping, executed by Julian Reap (who did a set of Mint green gauges for my old Peppermint Pig). The rev counter is red-lined at 8500rpm, with 7000 at the top of the dial. 'The idea of having the 7K up there is that's where your peak power is, right in front of you.' There's just one little Le Mans Classic logo on the rev counter, and a 24-hour clock. The gauges are located right in front of the driver rather than spanning most of the dash panel, and the old rotary heater dial between the seats is absent. The carpet is green bouclé, like 356 carpets. 'We're bringing different eras together, so black leather from a current car against a bouclé carpet is something you wouldn't get in a modern 911.' The pedals are faced with little rubber studs so your

feet don't slip off them, and where I'd rest my left foot down beside the clutch pedal there's an aluminium plate so there's no chance of scuffing the leather. Same with the door sill. 'If a customer had particularly large feet we would provide bigger kick plates,' says Paul. 'We've put a new centre console in, so there's a niche for your handbrake to sit when it's down, and rather than have the transmission tunnel exposed we've fitted a once-piece moulding, and as for the two levers, you've got one for the left-hand heat exchanger and one for the right, so no automatic climate control.'

Considering the blank canvas available to the stylists, the Le Mans Classic colour scheme is admirably restrained, though no less effective for that. The M472 Touring has a fitted luggage area and all the panels are suitably trimmed, with glass and heated rear window, sound proofing and underseal, just like a proper touring car. The M471

Lightweight will come with Lexan rear windows, like a GT3 RS, and nothing in the back except a lightweight carpet, but it won't have any of the trappings of the Touring because that all adds weight. So, it won't have the centre tunnel, it'll have manual windows, no central locking, no underseal, and thinner sound-proofing. It will lose the glovebox lid and only have one sun visor. All these factors were calculated when they were specifying the car, all the items they needed to remove to lose 100kg. 'We just kept taking bits out until we got to the desired weight,' says Paul. Comparative dry weights for PS Touring and Lightweight cars are 1070kg and 970kg, respectively. The two models are priced at £250K for the Lightweight and £260K for the Touring, and that represents the cost of the donor car, new componentry and a build time of approximately 2000 hours.

Delivery date is Le Mans Classic 2020.

Lightweight wheels are from Magnus Walker's Fifteen-52 range. Suspension is KW Variant 3, developed for G Series 911s

Below and right: Subtle twin stripe is a nod to Le Mans Classic branding and painted, not stuck on





“ The Le Mans Classic colour scheme is admirably restrained ”



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'Some people have expressed an interest in that,' qualifies Paul, 'though one or two that we've taken deposits for have been quite far reaching, from Australia and Japan, which is a long way to come, so some buyers want to be at Le Mans to receive their car and others are not fussed. So, the notional idea that all ten of them will line up together may not happen, and though it would be nice if they did, some people may just want their car earlier.' And, of course, all ten cars don't arrive together, they'll be building them as they go along, and then they'll need to be stored. 'There is the inclusive option of taking delivery at Le Mans Classic in 2020, doing a traditional Le Mans start, then going off for a lap of the circuit, which, for some people, I would have thought would be a major part of the attraction.' Absolutely! If you were into the

concept of a car endorsed by Le Mans Classic and Peter Auto you'd surely want to buy into the whole razzmatazz.

Having done the guided tour it's time to see what it will do on the road. The exquisitely upholstered seat is comfy enough and I strike a pose behind the Momo that's close enough for bent elbows and knees. On the Suffolk B-roads it's extremely fast for an air-cooled 3.4. It manifests exceedingly quick steering and lively handling with acute turn-in. This is a driver's car par excellence – to use a French idiom – but you have to take command of it so it does what you want it to do, rather than goose waddle. To get the best out of it you've got to drive it like you mean it, and then it's a very rewarding car, revealed in the way it gobbles straights and clings on around the bends with no body

roll. In a long fast corner I'm correcting constantly, taking lock off, putting it back on, and to keep it hanging on round the corners you've got to have some revs on, otherwise it doesn't oblige, so 3000rpm is the minimum. It's not massively torquey, but it builds inexorably all the way to the 7K red line. The only fuss is in braking which, if you don't brake right, upsets the balance a little bit. And whilst this is a back-lane brawler, capable of dishing out the rough stuff, you do feel all the undulations in the road. This is an exciting car: you're never free of the raucous sound track either, the screaming flat-six and the popping and banging on the over-run. Louez Dieu. And, if the stars line up, I shall be there on the start line at Le Mans Classic in 2020, hoping that all ten PS 911 Clubsports will be present for a souçoçon of fun. **PW**

With 300bhp and just 970kg to punt along, the PS Le Mans Classic Club Sport, is properly fast and hugely entertaining on the road

Below left: Naturally, there are accessories like custom luggage available



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Closing fast on 300,000 recorded miles this 964 Carrera stands as testament to the value of using and enjoying your old Porsche as intended



**L**isten to the doom mongers and you might think the innocent pleasures of enjoying an air-cooled 911 as a pure driving machine are long gone. Too expensive to buy, too valuable to use properly and now traded as commodities by those more interested in investment value than driving, the pool of once affordable cars like a vanilla 964 Carrera is forever shrinking. As time and natural selection filters out the less desirable examples, if the nicer ones aren't being squirreled away in air-conditioned garages they're being backdated or otherwise modified into something they're not. And, either

way, priced way out of reach of the average enthusiast.

This ownership model may make some sense in the not too distant future when autonomous and electric cars legislate human control and internal combustion engines off the roads. At that point we'll be left to enjoy such cars as static exhibits of a bygone age or show ponies to be demonstrated in controlled environments, much as we might go to an air display to watch old piston-engined warbirds do their thing. We're not there yet, thankfully. But we've got to enjoy the independence to drive these cars where and when we want while we still can. Exploiting opportunities to do so – and finding the cars in which to

do it – should therefore be the top priority for anyone who calls themselves a car nut.

With that in mind maybe there is another way. Maybe dropping the fixation with the numbers on the odometer and its relationship with financial value offers liberation and a chance to enjoy these cars as intended, out on the road. Just maybe you can opt out of the rat race and simply enjoy an old Porsche for what it is – a car to be driven, driven hard and driven as frequently as possible. A car like this one, a mega-miles 964 Carrera that proves, decisively, there's nothing to be scared of when it comes to Porsches that have been around the block a few times.

Sure, it's got 275,000 miles under its





belt and the patina inside and out to support it. As a plain white Carrera 4 coupe it's not what collectors or dealers would consider a desirable or fashionable spec. Horror of horrors it's even got...a sunroof. Its value compared with a similar car with a tenth of the mileage would be, literally, a fraction.

Such is the romantic vision. There are realities to be confronted if this is the dream you seek to live. And few better to present them than a straight-talking Yorkshireman like Dave Forrest, boss of Leeds-based Porsche specialist Strasse and the man who's been maintaining this particular 964

you just want to sit and admire it that's fine. But the trap many fall into is the belief that because you're not driving it you don't have to put any money into it beyond waxes and polishes, an approach that can eventually bite you (or the person who buys it) very firmly on the backside. Because Porsche didn't build cars like this to be static exhibits and, as anyone with experience of running a low-mileage car will probably tell you, those that haven't been exercised regularly can often turn out to be considerably more troublesome than those that have.

A good, straight looking 964 in white, which suits it well. Nothing remarkable you might say, except for the mileage, which is approaching 300,000-miles

## “ Porsche didn't build cars like this to be static exhibits ”

But which out of those two cars would you get the more fun out of? The one you were too scared to drive, given every click on the odometer represents another percentage off the value? Or the one you'd just jump into whatever the season and drive off into the sunset, untroubled by returns on investment or other such tedious concerns?

for its owner for nearly a decade.

There are two schools of thought when it comes to looking after old cars. The timid one is that if you don't use it you won't wear anything out and it won't cost you anything. Which explains the low-mileage garage queens that get some people into such a froth when they do appear on the market. If

Half an hour sitting in Dave's office and browsing the service history of this one proves it, as it does the value of playing the long game when running old cars. Because if short-term financial gains are your goal this isn't for you. If, however, you just want to drive then read on...

Over the 20 years or so he's had it the owner has of course replaced tyres, suspension parts, clutches and brake components as they've worn out and



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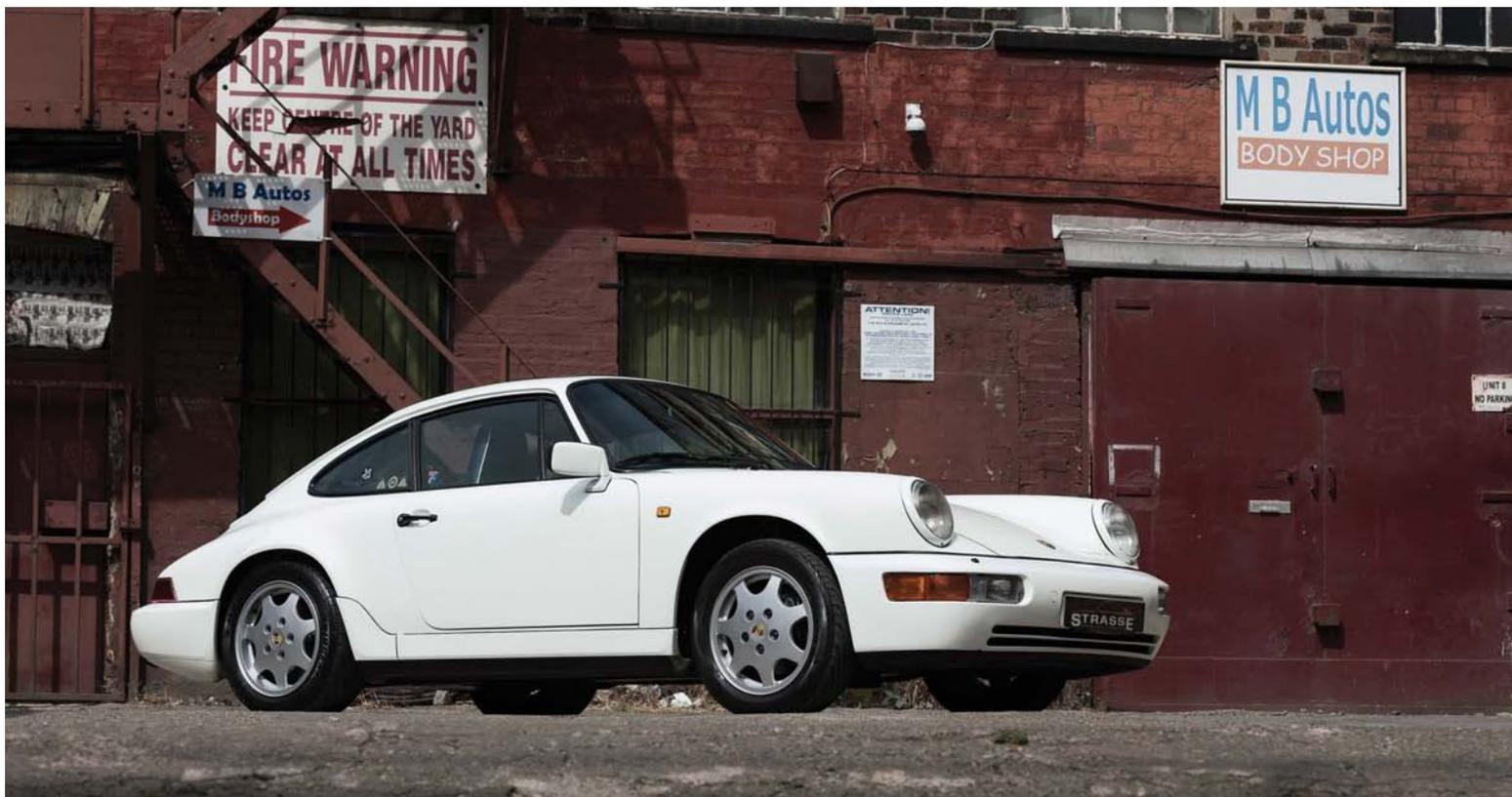
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invested in a full engine rebuild that set him back a hefty chunk. It's worth noting he'd already racked up 200,000 miles before that was considered necessary. It's also had a full respray, more as a cosmetic spruce-up than to address any specific bodywork issues or corrosion. In isolation some of these bills look pretty intimidating, even at

of that, oil alone accounting for around £100 of each. That's just to cover the basics of course, some back of a fag packet maths in Dave's office concluding our owner has probably been spending between £1000 and £1500 a year on servicing, averaged out over the course of his tenure. Sometimes a lot less,

living in Scotland that I selflessly offered to deliver to him when he wasn't able to collect it in person. The things we do for our mates and all that. It was a lovely car with a lot of money spent on it and in immaculate condition. But as I drove through the autumnal rain no combination of heater controls could keep the windscreen mist-free, the kind of trivial sounding niggle that can ruin an otherwise inspiring drive. And a recurring fault with the car he never quite managed to sort out, despite frequent and expensive trips to various specialists. He just wanted a car he could drive; what he got was one requiring constant visits to the workshop to have annoying little snags sorted out that meant he never quite got to enjoy it the way he'd hoped he would. Meaning it eventually got moved on for a newer Porsche.

Yes, it does look perhaps rather tidier than you might expect for a car with such a high mileage, but then it has been on the receiving end of a well deserved respray, which was more of a spruce up, than to attend to any serious bodywork issues

## “ He'd already racked up 200,000-miles before the engine rebuild ”

rates that prove a north-south divide in labour costs to the benefit of those living outside of the home counties. But over the long-term it looks a lot less painful.

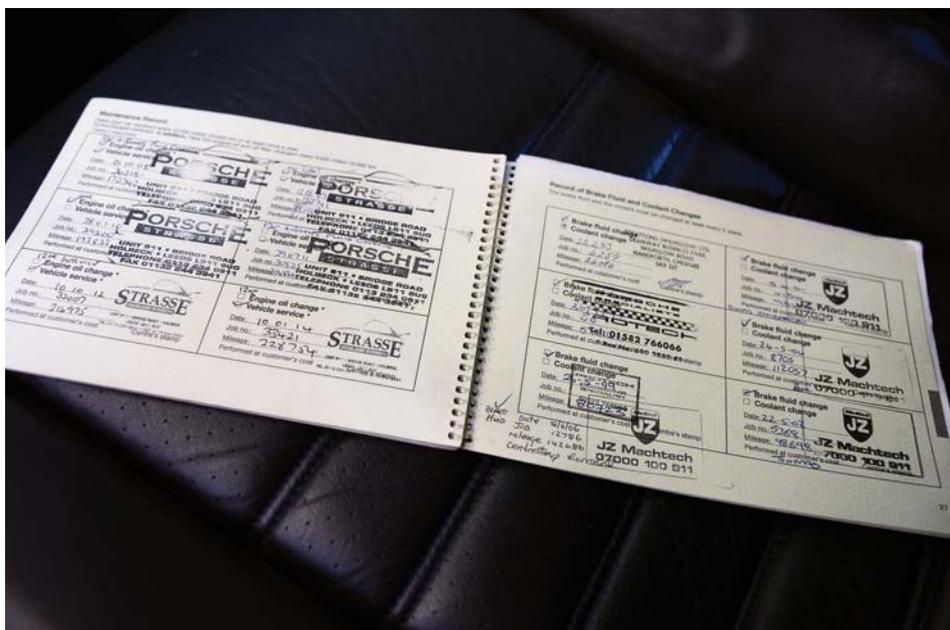
Regular annual maintenance on a car like this alternates between major services at just shy of £600 and minor for about half

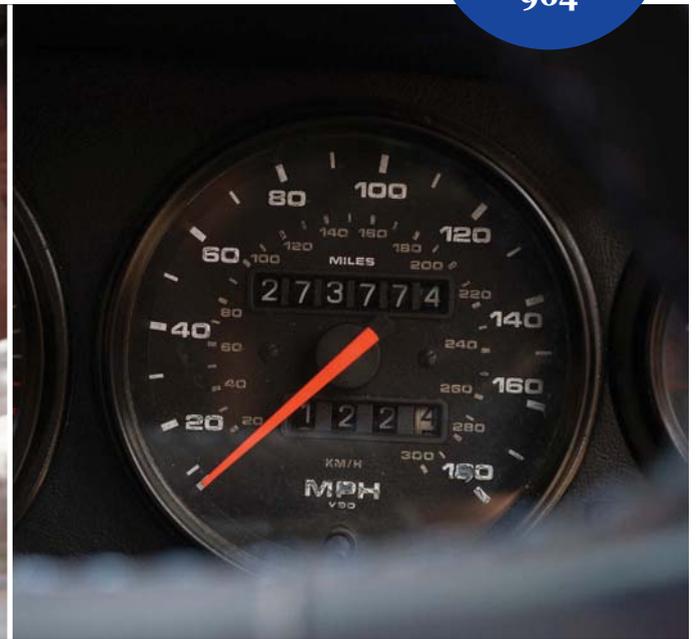
sometimes considerably more. But within the realms of affordability for an enthusiast of even average means if budgeted for correctly and considered a hobby as much as a means of transport.

As a point of comparison I tell Dave about a 964 Carrera 2 bought by a friend

Dave nods knowingly, explaining dry-stored, low-mileage cars often develop exactly these types of irritating glitches as electrical connectors dry out, wiring hardens

Below left: A very full and stamped service book tells its own reassuring story





How does it feel? Like a solid, well engineered Porsche. Right: Proof that mileage isn't the enemy. Think of the enjoyment that this car has provided over the years and miles

and seemingly random issues crop up. The idea of a potentially five-figure engine rebuild looks intimidating in comparison to that, the one carried out on this car including main bearings, big ends, piston rings, valve guides and cylinder heads overhaul as part of a full strip-down. But at least it's something you know is coming and can hopefully budget for as a long-term investment in keeping the car sweet. Known 964 weaknesses like oil leaks and through-bolt seals are well documented and had already been addressed on this car with no further issues reported, thus providing another vote for choosing a car that has evidence of consistent use and – most importantly – maintenance.

Below: Yes, parts wear out, but not all at the same time. Budget accordingly and keep on top of issues and a 964 need not be an expensive car to run

And it's this, not mileage or swankiness of dealership you should really be concentrating on if you're inspired to dodge the scrum for low-mileage cars and perhaps look for a Porsche you can enjoy, guilt-free and without obsessing over how much it's been used. With a few taps on his keyboard

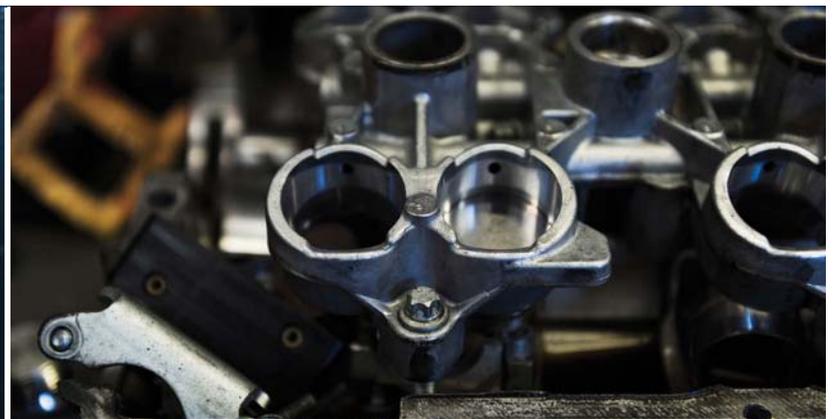
Dave's got the itemised evidence of every scrap of work done to the car, supported by the even more valuable personal experience in his fingertips and head. Proving if you're going to invest in one thing when entering into a long-term relationship with an old Porsche it should be building a similar one with someone like Dave and keeping a record of every last job. This car may have covered a lot of miles but there's the evidence to back up every one of them, and supported by the correct maintenance this, not the number on the odometer or condition of the seat bolsters, should inform any buying decision.

Because it's really not that complicated. Asked what the mechanic's secret for keeping an old Porsche ticking over smoothly might be Dave's answer is as predictable as it is straightforward – change the oil regularly, keep on top of things as they arise, budget and plan for the big jobs as they come and you shouldn't have any nasty surprises in store.

Proof is in the driving, and as I prepare to head off round the block the only challenge is the recalcitrant – and aftermarket – immobiliser. Once that's been dealt with the engine fires cleanly and without hesitation, not a whiff of smoke and into that classic burbling idle we all know and love.

Sure, the interior carries the look and feel of a car that's lived a life, and while the paint is clean and unblemished this isn't a car likely to earn any rosettes in a concours. Which may trouble those for whom the idea of a good day out is parking a car on a lawn outside a stately home and obsessively cleaning every last bolt with a toothbrush.

Personally I'd rather be out for a long drive, and everything about this car suggests it would be an absolute pleasure to do just that. The potholed streets in the gritty, industrial area of Leeds Strasse calls home are not the type to show an old Porsche off to its best abilities. But the rattle-free suspension, the knife-through-





hot-butter smoothness of the gearshift, the feeling of solidity and the total lack of hesitance or truculence in the engine all speak volumes for why cars are better for being used than they are simply admired.

Dave's a huge fan of the 964, both

phone shows how navigation and Bluetooth can be fitted in an instant to a car of any vintage. Without hacking apart the interior or making any other irreversible changes.

And who needs blind spot sensors and reversing beepers when you're in a car you

once for a broken alternator and another for failed power steering. No doubt a pain when they happened but not bad when all's said and done.

Super high-mileage cars are often singled out much as their barely-driven equivalents simply for curiosity value or novelty. But the fact that for all its impressive tally this 964 feels so unexceptional is, in a back-handed way, a huge compliment to its inherent quality, the manner in which its owner has kept it and the expertise of the people like Dave who've kept it running so sweetly. It's a pleasing subversion of the idea that the only old car of value is one that's somehow escaped the ravages of use, this one proving that if you're willing to put a bit of effort into upkeep there's nothing to stop you enjoying your Porsche as often as you can.

Leave the timewarp finds and garage queens in their place. The best place to enjoy a 911 is where it belongs – on the road. **PW**

### CONTACT

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LS11 9UG  
Tel: 0113 2340911  
[strasse.co.uk](http://strasse.co.uk)

“ A quick drive and this car feels rock solid and totally dependable ”

aesthetically and mechanically. And it's easy to see why, the car representing that perfect intersection of traditional Porsche values and more modern sensibilities, all bolted together with a sense of quality and solidity even modern 911s can't get close to. Sure, it may not have the creature comforts or gizmos. But a simple windscreen suction mount for the owner's

can actually see out of? With its slim pillars and compact size you don't need to worry about such things in a 964, leaving you free to concentrate on the important stuff.

Simply bimbbling around for photos is enough to tell me this car feels rock solid and totally dependable, Dave saying he can recall just two occasions when the car has had faults that necessitated recovery –

Below: The patina of many, many miles. Not for those who like their cars to be of the ultra low-mileage, hermetically sealed variety



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## 1959 Porsche Convertible D-stock-09941

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

**For \$149,500**



### 1955 Porsche Speedster Intermeccanica Replica-stock-09555

The 1955 Porsche Speedster Intermeccanica Replica is available in white with a black interior. It comes equipped with a VW engine with a manual transmission, single Solex carburetor, solid wheels, side curtains and Tonneau cover. A very presentable weekend driver which is mechanically sound.

**For \$21,750**



### 1959 Porsche 356A Cabriolet-stock-09495

The 1959 Porsche 356A Cabriolet being offered 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**



### 1977 Porsche 930 Turbo-stock-10056

This legendary 1977 Porsche 930 Turbo with matching numbers is available in red with a black interior. It comes equipped with a manual transmission, Momo steering wheel, air conditioning, power windows, Fuchs wheels, sunroof and includes the jack and spare tire. A highly collectible Porsche which is very clean and presentable as well as being mechanically sound.

**For \$89,500**



### 1968 Porsche 911L Soft Window Targa-stock-10106

This stunning 1968 Porsche 911L Soft Window Targa is believed to be one of 121 examples built in 1968 and showcased here in the U.S. in its original color code#6805 Bahama Yellow with a black interior. This is a gorgeous and highly desirable color combination. It comes equipped with a 2.0 liter with a manual transmission, Fuchs wheels and includes the jack and spare tire. An excellent original California car which has the same owner for many years and is mechanically sound.

**For \$89,500**



### 1972 Porsche 911S Targa-stock-09877

This stunning 1972 Porsche 911S Targa with matching numbers (Certificate of Authenticity included) 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. Originally owned by the Aoki family owners of Benihana. An extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection.

**For \$159,500**



### 1971 Porsche 911T-stock-09537

The 1971 Porsche 911T shown here with matching numbers is available in this gorgeous color combination of white with a black interior. It is equipped with a 5-speed manual transmission, Weber carburetors, Fuchs wheels and includes the jack and spare tire. The Porsche has a lot of potential, and was with the same owner for many years and has just recently come out of storage.

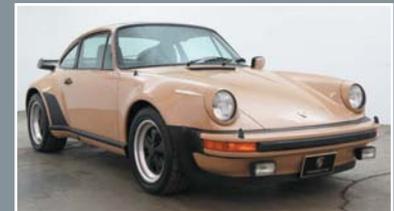
**For \$36,500**



### 1965 Porsche 911-stock-04983

The stunning and very early 300 Series 1965 Porsche 911 featured here with matching numbers, and the Certificate of Authenticity included, was built on April 15, 1965. This is a factory color code#6412 Bali Blue example with a black interior and Pepita cloth inserts which is definitely an impressive and luxurious color scheme. It is equipped with a manual transmission, wood dash, wood steering wheel and alloy wheels. An extremely clean and presentable example which is highly sought after. The 911 has excellent investment potential due to the early 300 Series examples have seen a dramatic rise in value. A great car to drive as is, or a prime specimen to take to the next level. Do not miss this opportunity to own an exceptional original California car, which is mechanically sound.

**For \$174,500**



### 1978 Porsche 930 Sunroof Turbo Carrera-stock-A1143

This 1978 Porsche 930 Sunroof Turbo Carrera in a 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, as well as being mechanically sound.

**For \$139,500**



### 1984 Porsche Carrera Targa-stock-10066

The very presentable 1984 Porsche Carrera Targa shown here with matching numbers and 62,677 on the odometer, is available in this beautiful color scheme of original Grand Prix White with a red interior. Salvage title. It comes equipped with a manual transmission, air conditioning, power windows and painted Fuchs wheels. A very clean and presentable example which is mechanically sound.

**For \$32,500**



### 1987 Porsche Carrera Sunroof Coupe-stock-09835

1987 Porsche Carrera Sunroof Coupe featured here with matching numbers comes in its original highly desirable color combination color code#700 black with a black interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof and Fuchs wheels. Excellent original car. Just came out of storage.

**For \$39,500**



### 1997 Porsche 993 4S-stock-09834

This very sharp 1997 Porsche 993 4S is available in its original color code#92U Arctic Silver Metallic with a blue interior. It comes with a clean CarFax and is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM Porsche stereo sunroof, Porsche twist wheels, drilled rotors and includes the spare tire, jack and air compressor. A very clean and presentable example and one of the last of the air-cooled 911's which is mechanically sound.

**For \$64,500**



### 1990 Porsche 928GT-stock-09962

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 also mechanically sound.

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# THE ANTIDOTE TO EVERYTHING AIR-COOLED

Fancy a fast-road and trackday toy, but can't afford an air-cooled classic?  
Then Stuttgart Classica's Cayman Club Sport could be for you





**A**ir-cooled 911s are now painfully pricey. This, you'll agree, is not exactly news. Long gone are the days when you could pick up a project car for £15,000, chuck on a few go-faster parts and find yourself with a fun little toy for road and track. Properly done air-cooled cars are now major money.

Do not, however, despair. There is hope. Enter Stuttgart Classica and the 987 Cayman-based creation you see on these pages. Known as the Stuttgart Classica Cayman Club Sport, or CS for short, it's the proverbial affordable alternative to all those big-ticket air-cooled and investment cars. Based on the first-generation 3.4-litre Cayman, it's all about accessible, usable driving fun.

Stuttgart Classica is a two-man team based in Moreton In Marsh, Gloucestershire. Jason Eaton and Will Chappell met while studying race engineering at Coventry University. They stayed friends ever since and what was once a hobby messing around with old Porsches has now turned into a bona fide business.

"Will bought his air-cooled 'shell' project," explains Jason, "and a few months later I saw a similar project car." The pair built up their cars in parallel and during that process discovered a limited home-grown, as opposed to US-based, market in upgraded parts for old 911s.

"If we could get a batch made and sell a few, we could cover the costs for our parts and see what happens," says Jason. "Then we started doing work on a few people's cars and that was it." Thus was Stuttgart



Classica born. But how does this water-cooled modern fit into that compulsion for all things classic and air-cooled?

Over to Will. "Air-cooled stuff is out of reach of most people, now. While we both

Jason agrees. "Air-cooled cars are so valuable now, people don't want to take them on track or wear them out," he says. The solution is the 987 Cayman, early examples of which can now be had for

year. A modified Cayman is a pretty logical and cost effective way of going trackdaying," Will says, "and without having to trailer the car to the track. It's still very usable every day."

Modifying a Cayman for fast road or track day work is a no-brainer, such is the bargain status of early Caymans

“ A modded Cayman is a pretty logical way of going trackdaying ”

have air-cooled 911s and our business is mainly parts and upgrades for classic 911s, this Cayman represents a great price point and introduction into the Porsche world without having to remortgage your house to buy an old air-cooled."

not much more than £10,000. The second part of the puzzle is the burgeoning trackday scene.

"The trackday market is so big, now – there's a trackday on somewhere every day of the week, it's virtually 365 days a

That final comment reveals a major element of the character of the Cayman CS, which is Jason's personal car, namely nailing that intangible compromise between road and track. "I've been there before," says Jason, "where I've gone too far with turning a road car into a track car and the result was not very nice on the road. That stopped me wanting to use it. With this Cayman, it's that little bit softer. Yes, it's a little compromised on track, but it's really nice on the road."

So, what exactly goes into creating a Stuttgart Cayman CS? Actually, quite a lot. It starts with a deeper sump. Similar to the





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d o v e h o u s e  
m o t o r c o m p a n y



Porsche X51 sump but deeper, it increases oil capacity by 0.6-litres. It's critical for a car like the first-generation Cayman. Its M97 flat-six has well-known oil starvation issues during hard cornering, especially with

temps down during the stresses and strains of high-rpm running on track. Similarly, a low-temperature 71-degree thermostat allows for a lower default coolant temperature. In turn, that enables the

Speaking of high-rpm running, the car also includes a power steering cooler. It's a piece of hardware that 987s lack as standard, the consequence of which in the context of constant high rpms on track can be failure of the rubber power steering hoses. That can be both messy and dangerous. Another feature designed to prevent a common 987 technical issue involves Stuttgart Classica's gear cable clamps. Failure of the connectors on the end of the shifter cables is a common problem on 987s, even during road driving. It can leave the car unable to shift gear and effectively stranded. The clamps cover the cable ends, preventing the type of failures that can leave the car stuck in a single gear.

As the company name suggests, the day job at Stuttgart Classica is restoring and custom building classic Porsches

## “ A third central radiator helps keep coolant temps down ”

trackday tyres. A deeper sump and more oil capacity goes a long way towards mitigating those concerns.

While we're talking M97 issues, the CS includes a few more tweaks to address the engine's known weaknesses. A third or central radiator helps keep coolant

coolant system to better absorb the heat generated during high-load, low-engine-speed conditions. The low-temp stat' also allows for less restrictive coolant flow, enabling the coolant system to absorb heat from the cylinders and reject it more rapidly through the radiators.

Less likely to cause immediate failure on track, but still handy in the long term are Stuttgart Classica's caliper studs. The threads on the end of the 987's standard

This 964 engine will power the above restomod 911





Interior is fit for purpose, with Sparco seats, harnesses and 917 style wooden gear knob, which we rather like

brake caliper bolts can corrode, stripping the hub threads when removing the bolt to service the brake discs. The solution? Studs that remain in the hub, thus sidestepping any risk of thread stripping.

If those are the key reliability features, what about performance parts? As we're on the subject of brakes, the Caymans CS gets Ferodo DS2500 pads with new discs and a set of GT3 brake ducts. The GT3 ducts don't hang as low as the standard ducts, helping ground clearance, and direct more air to the discs. The brake system is also flushed with Motul RBF600 brake fluid.

But the big ticket item involves Ohlins Road & Track coilovers. Not cheap, but as

Will says, a quality bit of kit. "People don't always realise that many damper kits aren't fully rebuildable. Once it's knackered, it's knackered," says Will. "But you can replace every part on every Ohlins shock ever made. Whatever state it's in, you can do something with it. These shock absorbers are amazing. Worth every penny."

Next up are a pair of GT3 front control arms. These split arms allow much more negative front camber to be dialled in. As standard, the 987 can achieve less than one degree of negative front camber. The GT3 arms are a direct fit and bump that up to around 2.5 degrees. The final major part of the package is a Heigo bolt-in roll bar

with cross bracing and a harness bar.

The combined upshot, according to Jason, is a usable road car and a quick, confidence inspiring track tool. "I took it to the 'Ring for its first trackday a few weeks ago," says Jason, "with a friend who has a heavily modified BMW E46 M3. He was on trackday tyres, the Cayman is on Michelin PS2s, but it was neck and neck. The braking and handling of the car was great."

The latter is helped by the work the pair have put into fine tuning the chassis setting. The springs of the Ohlins kit, for instance, run Stuttgart Classica's own custom rates. It's also something we can confirm, albeit in

Lowered stance is just right, as are the BBS LM wheels and deep front spoiler





a road rather than track context. This Cayman CS is fitted with a pair of shell bucket seats, so there's an immediate sense of purpose as you clamber aboard. The next thing that hits home as you move off is the compliance of the chassis. That's

That stops the wheel-and-tyre combo feeling like it's constantly thumping up and down in the wheel arches as you navigate the UK's typically broken road surfaces. The Cayman CS is seriously composed and communicative. It's also a reminder that the

models, however, firms up the mushy factory pedal nicely and is a cheap and easy fix the boys will happily sort for you. As is fitting the entire package or just parts of it to any 987 Cayman. The full package is £8250 DIY or £9995 fully fitted and dialled in, the latter representing conspicuously good value.

But everything about the journey and destination with Stuttgart Classica's Cayman Club Sport is up to you. You can commission a fully finished car or approach the process in a more piecemeal fashion. "Some people enjoy the development process, doing the upgrades in stages, so they can feel the difference of each change and understand it better," says Will. It's not a replacement for the particular character of an air-cooled car. But it's a very sweet, flowing and capable thing to drive. As a value proposition in this age of mega-money restomods, the driving experience served up by a modified 987 like this is nothing short of stellar. **PW**

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Tel: 01386 701953  
[stuttgart-classica.co.uk](http://stuttgart-classica.co.uk)

“ The trick Ohlins dampers give the CS a sweet and driveable vibe ”

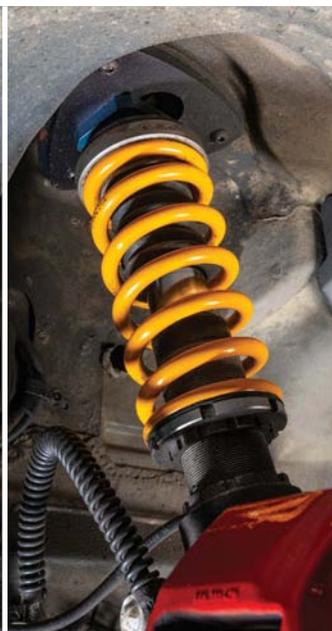
despite the fact that the dampers are still in the firm settings Jason dialled in for his recent 'Ring escapades.

Those trick Ohlins dampers give the whole car a biddable, sweet and driveable vibe. The 18-inch BBS LMs probably don't hurt with all that. As opposed to the oversized 19-inch rims you'll often see on modified 987s, they're not overly heavy.

basic 3.4-litre 'S' model has plenty of performance. You'd need quite a serious air-cooled car to match its straight-line pace, never mind its cornering ability.

If there is a weak point, it's brake feel. When we drove the CS, it ran the 987's standard and arguably inadequate brake master cylinder. Fitting the larger diameter cylinder from the 997 GT3, C4S and Turbo

Left: Lightweight, 18in BBS LM wheels are plenty big enough. Secret to handling success is the Ohlins set up



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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**

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SPECIALIST P88

OUR CARS P94

MARKET WATCH P120

T&T P124

CLASSIFIEDS P119

## HOW TO: 82

Careless jacking procedures can damage the air con pipes on Boxsters and Caymans. Here we show you how to replace them.



## SPECIALIST: 88

Think of O/E, aftermarket and motorsport dampers and the Porsche default is always Bilstein and for good reason. Join us for a tour of its amazing facilities.



## OUR CARS: 94

Johnny Tipler's Boxster 986 S gets a re-map to make the most of its new induction and exhaust. Keith Seume's Cayman dodges a PDK bullet. Matt Stone's Carrera 3.2 scores a concours trophy and James Ruppert deep cleans his Cayenne.



## TECH TOPICS: 108



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

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month, Cayenne electro mechanical door locking issues and nasty bodging on a 996 C4S.

## MARKET WATCH: 120

What to look for when buying a 991, plus dealer talk with Suffolk based Finlay Gorham, 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 lovely, early 944 Turbo at Eporsch and a gen 2 997 Carrera at Ashgood Classic and Sportscars.



## EYE OF THE NEEDLE

The under-sill air-conditioning pipes in 986 Boxsters and 996 Carreras are prone to damage from carelessly positioned trolley jacks and garage lifts, but replacing them is straightforward – provided you can raise the car high enough to manoeuvre the rigid tubes out, and the new ones back in. Story and photos by Chris Horton



Car manufacturers – and especially car designers – often seem to have a touching faith in, well, let's just say the aptitude and arguably the conscience of those who will later spend their time driving and perhaps maintaining their products. Probably the best-known example in the realm of the air-cooled 911 dates from 1972, when for some reason now lost to history the filler for the dry-sump engine's oil tank was moved from its previous position, tucked away inside the engine compartment, to a recess beneath a flap on the right-hand rear wing. There followed – or so it is said – many instances of hapless owners filling the lubrication system with petrol, with predictable consequences. For the following model year the offending orifice was quietly returned whence it came, and there it remained.

You have to wonder, then, what genius

thought it would be an absolutely splendid idea to locate the 986 Boxster's and 996 Carrera's main air-conditioning pipes, connecting the engine-driven compressor with the front-mounted condensers, such that they run the length of the underside of the right-hand sill member, and within just a few centimetres of the jacking points. Never mind that the condensers famously become clogged with leaves and other road debris, causing them to rot. You can replace those as often as you like, but with one or other (and sometimes both) of those pipes bent, squashed or even perforated by a wrongly positioned trolley jack or workshop lift you are wasting your time and money. No less famously, in the 997 and other later models the pipes run down the centre of the body shell. (That doesn't explain why in those same cars the previously reliable main coolant-pipe connections were changed from

good, old-fashioned worm-drive hose clips to silly push-fit jobs that also manage to rot, but let's not go there.)

It was a problem clearly affecting this 2003-model 986 Boxster, bought in by Auto Umbau proprietor Robin McKenzie partly as a project, but also for possible use as a courtesy car. And not least because, well, it was just too good an example at too tempting a price to turn down. (Having myself driven it just a few miles, I would have felt exactly the same. It's a cracking little car that I would be delighted to call my own.) The only item of equipment that failed to work when he inspected it was the air-conditioning, and as those of you who experienced summer 2018 here in the UK will know, effective air-con became not just something of a luxury, but for many weeks an almost essential life-support system. Unsurprisingly, it took Robin all of about

In both 986 Boxster and 996 Carrera the air-con pipes run beneath the right-hand sill member, perilously close to the two jacking points, and as a result are often damaged – although usually it's the larger-diameter line, the intake pipe as Porsche calls it, that suffers the most, being the closer of the pair. In this car there were several visible dents at the front end of the pipe (above), but at the rear (top) it had been almost completely squashed and then perforated

## THE SCIENCE OF REFRIGERATION

Air-conditioning operates on essentially the same principle as your domestic refrigerator. Inside the sealed pipework – that is to say the compressor, the condenser(s) and the evaporator – is a special gas, initially pressurised to around 3.0 bar.

In early systems this gas would have been based on toxic ammonia, after which followed various more efficient and less nasty alternatives, but even these came ultimately to be blamed for depleting the earth's ozone layer, and today a more environmentally friendly gas known as R134a is the most widely used –

although even that is fairly unpleasant stuff, and should neither be inhaled nor deliberately released. (But see also the panel on page 84.)

The gas, whatever it might be, is further pressurised – to around 20 bar – by the engine-driven compressor. This, thanks to one of the many quirky but highly convenient laws of physics, causes it to heat up. This now compressed and heated gas flows to the condenser(s) where, as it gives off that acquired heat to the outside air (and in the Boxster or 911 Carrera, of course, to the adjacent engine-cooling radiators), it turns back into a still

pressurised liquid.

The liquid moves through an expansion valve where, as it expands, it becomes colder. (Good old physics again.) The cold liquid passes through an evaporator – a sort of reverse radiator or heat-exchanger, located deep inside the main body of the heater/blower unit – where it turns back into a gas, and in so doing draws the heat out of the external air passing over it and into the cabin. The gas, now at low pressure again (ie 3.0 bar), flows back to the compressor, and the entire process begins all over again.

The rear undertray has to come off, for access to the joint between the damaged section of pipe and the next one along. Beware rusted fixing studs – give the plastic nuts a good dose of penetrating oil, and let it soak in for a while. And note here the cracked moulding, yet another sign of the car's perhaps chequered past. The biggest frustration, though, will be the brackets securing the metal pipes to the underside of the floor (see photos opposite). They are secured by special socket-head devices made of plastic, but the chances are that your Allen key will simply round out the holes.

In which case the only answer is to draw them out with a forked tool like the one shown. For that reason, order some new ones before you start. The front wheelarch liner and part of the lower front undertray have to be removed, too. That's relatively straightforward, with a mixture of metal screws and plastic rivets, but don't forget the rivet hidden directly behind the strut (bottom row, middle)



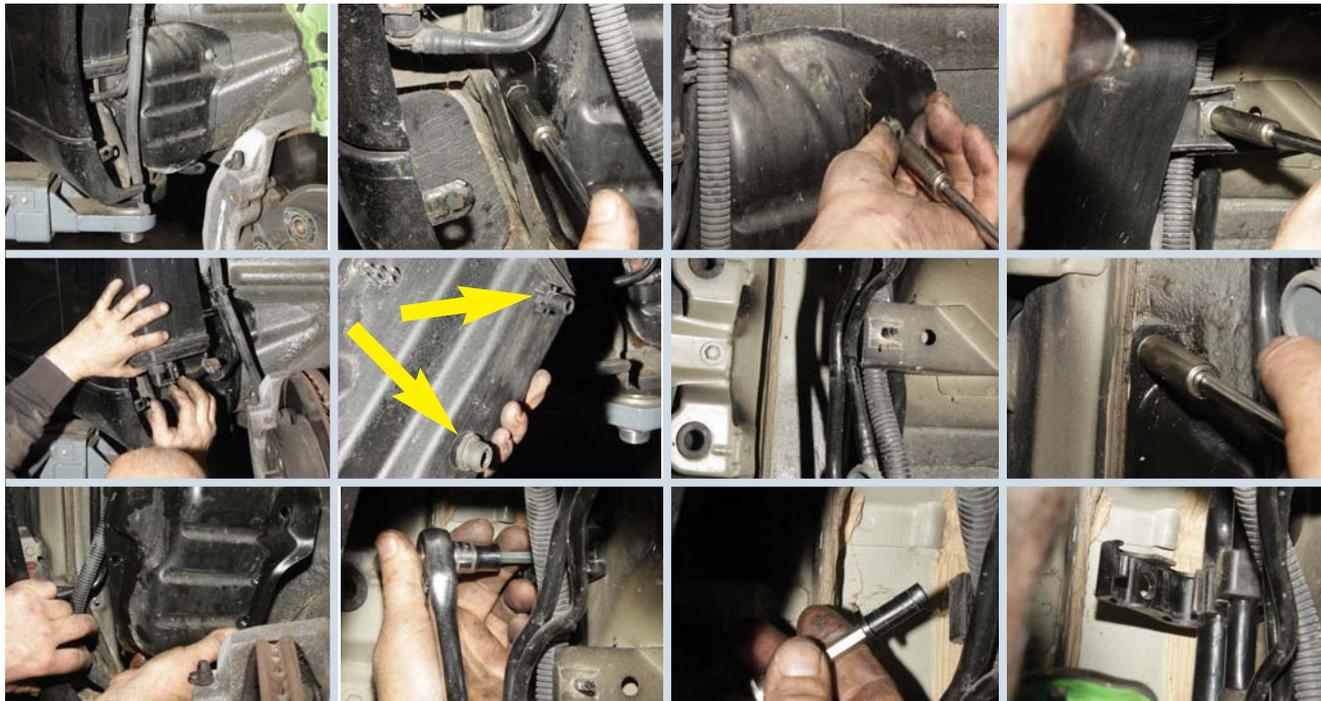
10 seconds to ascertain the most likely cause: a visible kink in the front section of the larger-diameter pipe (the intake pipe, in Porsche's own terminology), and both a kink and an all too obvious hole near where it circumnavigated the rear jacking point.

An easy job? Well, yes and no. From a DIY standpoint the most significant hurdle will be depressurising the system to remove any remaining gas – obviously not an issue here because of the long-standing gaping

hole in the pipe. (It is unlawful knowingly or wilfully to release any refrigerant gas into the atmosphere.) You will also need later to have the system refilled and pressurised. But that should entail no more than a couple of trips – and perhaps only one – to your friendly local air-con specialist, so it is by no means insurmountable. The other factor working against you will be the shape of the naturally rigid and unyielding aluminium pipe. In order to remove it you will need a metre or more of

clearance between the underside of the floorpan and the ground, and while you could bend or even cut it, that is plainly not an option when it comes to fitting the new one. Conceivably you could do the job, with the car safely supported on tall axle-stands, by also removing the fuel-filler pipework from within the wheelarch, but that's not something we were able to explore here. Not unnaturally Robin needed to get the work done as speedily as possible.

# TECH: HOW TO



With the wheel arch liner out of the way, you will see the pipe running vertically down behind a metal shield, so naturally that has to come off. First, though, you'll need to remove the plastic canister that collects fumes from the fuel system. Undo all the obvious M6 fixings, and then gently ease it forward off its rubber-bushed mounts (arrowed). Silicone spray will help when it comes to refitting it. There is another pipe clip, too, in the top rear area of the inner wing, but thanks to being protected from direct contact with water and dirt from the road it should be in perfect condition, and unscrew the way Porsche intended

## GAS WORKS

Unsurprisingly in this age of 'eco' awareness, there have been recent changes to the law relating to refrigerant gases. All motor vehicles manufactured after 1st January 2017 are required to use a product known prosaically as 1234yf, which supposedly produces 98 per cent fewer environmentally harmful pollutants than the previously specified gas, R134a. It is also claimed to be non-toxic.

Based on tetrafluoroethane, but none the less said to have no effect on the earth's once widely discussed ozone layer, R134a is still certified for use in those older vehicles that require it, but will gradually be phased out – one hopes by a process of natural attrition rather than by a specific ban. The two gases are not interchangeable, so obviously make sure that whoever you choose to refill and pressurise your system uses the right one.

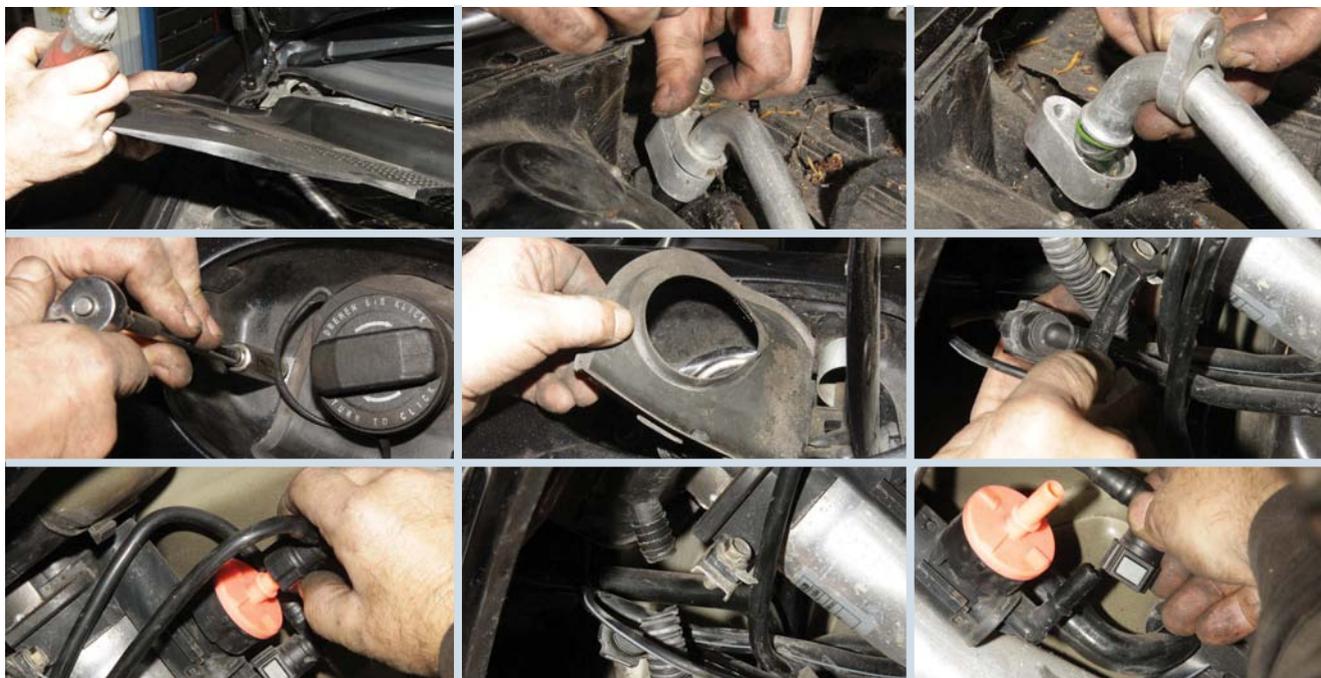
Remarkably, you can buy any number of DIY air-con refill products, tools and kits. Google 'air-con gas', and prepare to be amazed and

probably baffled in equal measure. Amazon and eBay both list items beyond number, but on a more local and perhaps easily accessible level Euro Car Parts, GSF and even Halfords all have a wide range if you want to have a go yourself. Particularly tempting is Halfords' pack of assorted 'O'-rings – the special green ones – for just £3.40 including VAT, rather than Porsche's £8.52 for two. Do remember, though, that crucially you will still need some way of safely emptying the system first.

For the record, a cylinder containing 12kg of R134a currently costs £416.18 including VAT from BOC (against £462.00 for the same quantity of 1234yf), although that well-known industrial company is, of course, essentially a trade-only supplier. And a vehicle such as the Boxster shown here (or a contemporary 996) requires around 850g of the gas, so bear that in mind when your specialist tells you how 'expensive' it has suddenly become. Perhaps the bulk of the expense is his profit margin.

One other way of saving money – and also helping the environment – is to have your air-con system recharged using gas salvaged from vehicles being broken for spares at an organised dismantler. ASM in Thame, Oxfordshire, for instance, charges just £30 plus VAT for more or less any run-of-the-mill car, and at that price why would you seek out anything apparently 'better'? The gas is refined and cleaned as necessary to render it fit for duty again, but even if it lasts for as little as a year you would still be quids in. More information at [asm-autos.co.uk](http://asm-autos.co.uk), or call 01844 268940.

Last but not least, don't forget that your air-conditioning system also requires a special lubricant adding to the refrigerant gas in order to help protect the compressor seals and bearings. (But don't confuse it with the more conventional oil that you might use for the same purpose in a simple air compressor for inflating tyres or powering tools.) Euro Car Parts lists a 250ml container at £9.19.



The damaged pipe is secured to the forward section, inside the plenum chamber beneath the windscreen, via a special clamp and a single M8 socket-head screw. That will be tight, so use a well-fitting key, and if necessary grip the main body of the union with a pair of large water-pump pliers to brace it. Even then, though, and with the exactly similar union at the rear end released (see photos opposite), the vertical part of the pipe is prevented from being extracted by the fuel-filler pipework, so disconnect that, as well, so that it can be pulled slightly to one side

Either way, I hope this story serves its purpose by alerting you to the dangers of carelessly lifting your Boxster or 996 on a trolley jack, but also by reassuring you that any damage can be put right. The intake pipe we replaced is priced at £124.06 from Porsche, and the two 'O'-rings £8.52 for the pair. (All figures given here include VAT.) There is, as the magazine goes to press, some doubt about the availability of the smaller-diameter pressure pipe, but we hope to resolve that in time for the next edition. It tends not to be damaged so often, though, so perhaps no great disaster there.

Labour-wise, you can reckon on paying for about three hours' workshop time, and naturally it would be a good idea to have both pipes replaced, unless the apparently undamaged one is perfect. Likewise the condensers (roughly £330 from Porsche; £115 from Euro Car Parts), mounted within the front apron – and for a how-to story on which see both the September 2009 and September 2010 issues of the magazine. Having the system filled and pressurised will cost in the region of £30–£10 and, as we've

suggested, whoever you choose to do that would quite possibly first depressurise it free of charge if you ask them nicely.

You should also replace the so-called receiver-dryer each and every time the system is opened, and thus exposed to the atmosphere. It's the cylindrical canister mounted on the left-hand side of the scuttle, beneath the cover at the rear of the front compartment. (And its purpose, as you might

guess, is to collect and trap any water vapour that ends up in the pipework. For that reason it should be removed from its sealed wrapping only just before being fitted.) They cost £57 from Porsche, £43 from Euro Car Parts. And for a full belt-and-braces approach replace the adjacent pollen filter – around £14 from ECP. There's no point spoiling the ship for the proverbial ha'porth of tar, is there? **PW**

Bright-green liquid dripping out of old rear pipe union is the remains of the special lubricant that also has to be added to the system when it is later refilled and pressurised. In addition to the obvious holes along its underside, the rear end of the pipe was badly corroded, where moisture had crept beneath the protective coating and eaten away the aluminium. Indeed, this alone will be the reason why some pipes need replacing, regardless of any mechanical damage.

Second row of pictures shows clearly how the under-floor pipe clamps work. In an emergency, you can probably use again any damaged clamp 'screws' by carefully tapping them back onto their studs – here with a wooden hammer handle. New special 'O'-rings from Porsche are in this purple material, in place of the original green, but other sources may still supply green. Either way, you can't use the common-or-garden black jobs. Make sure both pipe unions pull together neatly as you tighten the M8 screws, and again hold the body of the devices to prevent straining. Last job, which you will need to have done professionally, is to refill and pressurise, not forgetting that vital lubricating oil for the compressor. A final leak test with a 'sniffer' is a good idea, too – just in case there is still a leak, and you lose all that expensive gas

## FURTHER READING

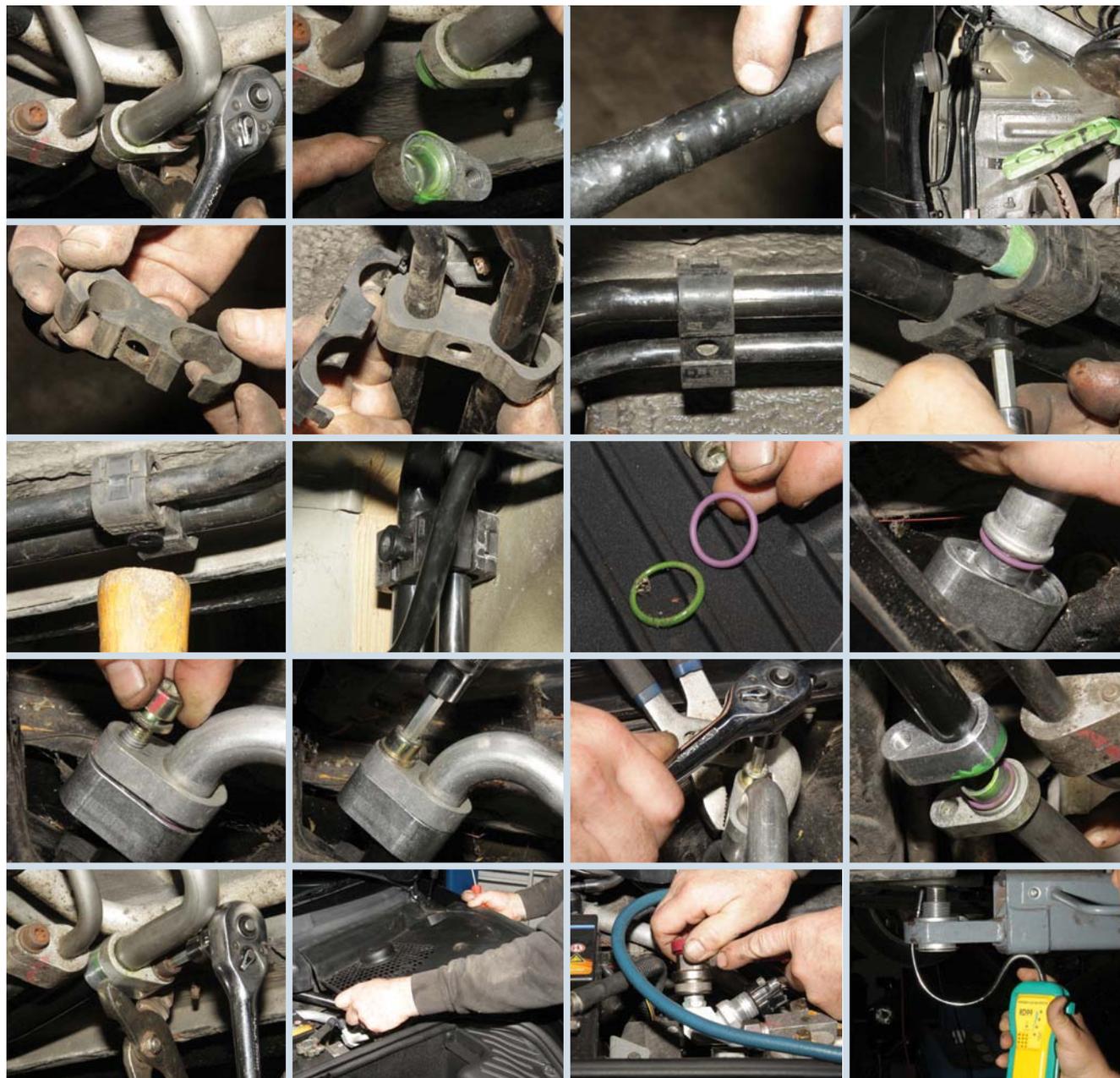
There are four previous *911 & Porsche World* how-to stories relating to air-conditioning. For back issues, or a PDF of the relevant pages, go to [chpltd.com](http://chpltd.com), or call 01883 731150.

**September 2009:** 996 Carrera condensers replaced

**September 2010:** 996 GT3 condensers replaced

**September 2015:** 997 Carrera condensers replaced

**August 2017:** Classic Retrofit system for air-cooled 911s





# DESIGN 911

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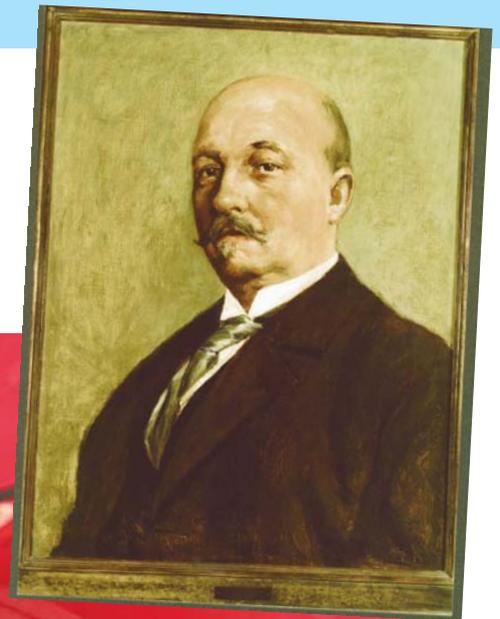


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## SHOCK TACTICS

Bilstein is one of the best know European suspension manufacturers, which produces a number of kits and products to fit practically every Porsche imaginable. The business has been around for 145 years and has a pretty colourful history...

Words: Paul Knight Photography: Gwynn Clark, Bilstein



**I**n the cut and thrust world of motorsport, and particularly in these trying economic times, it's a genuine achievement for any brand to get a decade of sustainable trading under their corporate belts. With that in mind, for German suspension manufacturer Bilstein to have remained at the top of their game for some 145 years, tells us a lot about the people and the products behind the

iconic brand.

Created by its eponymous founder, August Bilstein, in Germany's Westphalia region in 1873, nobody had any idea of the crucial influence the company's products would one day have on the driving comfort and safety of cars. Instead it was metal window fittings – sold under the catchy name of AUBI, an abbreviation of August Bilstein – that soon made the company famous far beyond the boundaries of

Bilstein's local region – and subsequently, abroad.

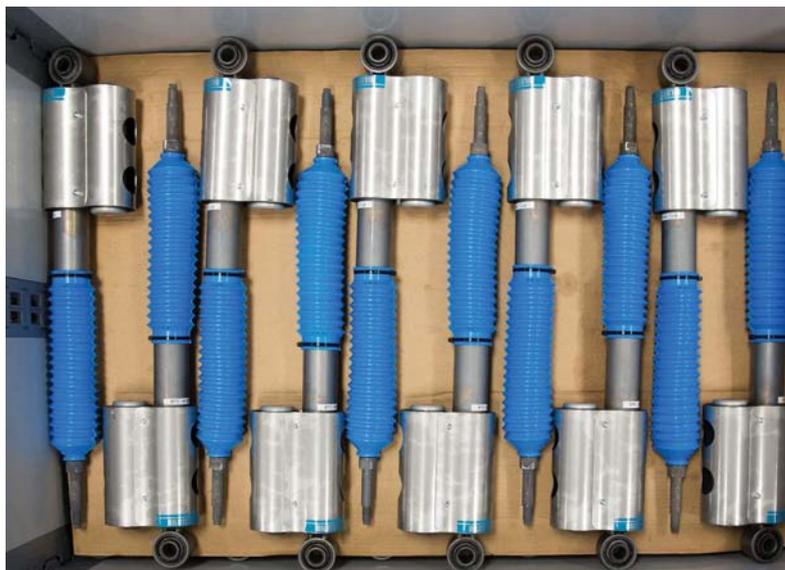
A whole series of technical innovations followed and the revenues earned through these patents provided a solid basis for the later successes of what was still a young company. In order to meet the exacting quality demands in the preliminary stage of manufacturing the fittings, the company set up its own strip iron rolling mill in 1919. Hans Bilstein, who had by then taken over the

Above (inset): Eponymous founder, August Bilstein. Left: Walter Rohrl getting the Bilstein suspension lowdown



Surgically clean facilities and environment are what you would expect from a company like Bilstein. Many products are hand assembled

Blue is the colour. Bilstein dampers are immediately recognisable, with trademark blue fittings. Right: Damper insert on test rig



running of the company from his father, returned to his native Westphalia from the USA, which was no mean puddle-jump in the 1920s, bringing with him new concepts for nickel- and chrome-plating process...in his hand luggage.

It was in 1927 that Hans Bilstein made the first move towards the automotive accessories industry, through his co-operation with a Berlin-based lifting gear company. He did not have to wait long to see his activities bear fruit.

In 1928, four years before the opening of the first motorway between Cologne and Bonn, Bilstein supplied the first chrome-plated bumper for mass-produced cars. Just one year later the company began producing car jacks. Despite car ownership still being in its infancy, Bilstein entered this market with a resounding technical innovation, introducing the first truly usable part to a burgeoning

market place. But the company's real market niche was yet to be realised.

In 1954, Bilstein was the first to realise the potential offered by an idea by a talented researcher named Christian Bourcier de Carbon. His research and patent was for a particular type of gas-filled damper which was to eliminate the physical disadvantages of the conventional telescopic shock absorbers, whilst at the same time making the dampers lighter and able to be fitted in any position. Enormous effort went into development, accompanied by substantial investment in the necessary production facilities, in order to achieve this ambitious target – and it paid off. The introduction of the first mono-tube gas pressure shock absorber in a standard production Mercedes-Benz vehicle in 1957 is still today considered a major contribution to active driving safety.

Bilstein's engineers quickly realised that motorsport would provide the ultimate proving ground for this new technology and worked swiftly, with Mercedes technicians to prepare a 220SE for the 1960 Monte Carlo Rally. Thanks to the superior control of its new-fangled damper technology, combined with the exemplary reliability of the Merc, the appropriately named driver, Walter Schock, went on to win the event, followed by the championship in the same year – and thus the blueprint was set for the Bilstein brand.

Rallying became a key activity for Bilstein throughout the '60s, '70s, '80s and '90s. The brand dominated the sport at every level and in every class to become almost the default option for the sport. Pick any iconic rally car from this golden period and it was probably running 'Billies' as they were affectionately known. The 'factory'



Vast warehousing required for Bilstein's product range, which spans both O/E and aftermarket, plus motorsport



It's enough to give you garage envy. Each tiny drawer contains a specific suspension component

teams behind the Peugeot 205 T16, The Metro 6R4, Ford Escort RS, Cosworth and RS200, Saab 99, Opel Ascona, Datsun 240Z, Audi UR Quattro, Porsche 911, Lancia Stratos and Delta, and Subaru Impreza to name but a few, are classic

through to the all-conquering R8 LMS that seems to be ruling most GT classes at the moment – including the prestigious 24 Hour race at the infamous Nürburgring. In fact, a trawl through the competition records reveals several major wins for Bilstein,

the podium. In fact, at one point, prior to the trick adaptive, electronic suspension, almost all F1 teams ran Bilstein dampers.

Production and testing is concentrated around four main sites in Germany. The pretty little village of Ennepetal, the company's home since day one, is still the spiritual home for the firm, as well as a sizeable production facility. The sites are a charming sprawl of disconnected buildings that document the firm's organic growth across the surrounding neighbourhoods, with labs, workshops, training centres and design studios all housed within, staffed by over 400 employees.

Mandern, opened in 1956, is Bilstein's largest facility. Here some 750 employees carefully produce, test, develop and ship an impressive 27,000 shock absorbers and

“ Production and testing is concentrated around four sites in Germany ”

cases in point.

As you might expect, both Audi and VW have figured highly in Bilstein's brand DNA. From the stage-conquering prowess of Armin Schwarz's Quattro 200 in the '80s,

when bolted to Ingolstadt's finest.

Slightly higher up the food chain, you can also count greats such as Senna and Prost as automotive artisans that have relied on the famous yellow dampers to help them to

Below left: Adjustability built in. Below: Adjustable sports style dampers for aftermarket, is largely how we Porsche enthusiasts see the Bilstein brand



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struts every day. Much of the company's OEM and motorsport work is done here, as well as training and development. Cutting edge robotic production lines sit alongside traditional craftsmen, abutted by enormous machines creating incredible statistics with clinical accuracy. How about 600,000 valve spring washers per day, for one!

Testing is carried out at the impressive Papenburg facility in North Germany and, of course, at the ubiquitous Nürburgring, where the company has significant involvement, as well as numerous 'home wins'. Papenburg is well worth a Google as the sheer scale of the place dwarves all UK facilities. Here, all leading German automotive manufacturers test their latest

wares on the venue's incredible selection of roads, surfaces, tracks and areas and Bilstein's technicians shake down each and every new upgrade fitment, re-valving and re-profiling where necessary, to get the perfect feel and ride quality. It was impressive to note, even when something had been signed off on the computer and dyno, it is still left to the test driving team to make the final 'human' changes on each new line to ensure that the 'feel' is even better than the figures.

To this day, the demands of its customers in the automotive and tuning industries, combined with its commitment to motor sports, are what drive development and innovation at Bilstein. OEM clients include

Mercedes, Aston Martin, Jaguar, Nissan, Porsche, BMW and just about every top level sports and prestige manufacturer that you can shake a stick at.

So after a successful 145 years, it struck me that Bilstein seem very content to continue down the well trodden path that has got them this far. The finest materials, the best in design and manufacturing – and, of course, punishing motorsport and testing programmes.

Herr Bilstein may no longer be around to see how well the company that bears his name has done, but I think he would be pretty pleased with how his legacy has turned out. Not a bad show for a window salesman, eh? **PW**



**UK BILSTEIN TECHNICAL CENTRE**

The UK BTC first opened 18 years ago and has grown from a warehouse and distribution centre to a fully operational technical arm of Bilstein, providing a direct point of contact for customers looking for bespoke damper solutions as well as fast stock despatch and technical backup. Based in Leicester, the UK BTC facility boasts in-house R&D and its own suspension manufacturing capabilities. A dedicated engineering

department provides service for motorsport, aftermarket and bespoke one-off needs, meaning damper rebuilds, servicing and adjustments can be undertaken with unparalleled speed.

The UK territory is second only to mainland Europe for stock availability, and Bilstein UK aim to stock a minimum of 80% of the current product lines, all available for next-day delivery.



The UK Bilstein Technical Centre can deliver detailed consultation and effective racing solutions thanks to dedicated race spares, damper-dyno validation services and expert staff and engineers

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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

Out of sight and out of mind, until I have to explain myself here, that is, for the monthly confessional. What can I say? I've got the end of September and October to remedy the situation before winter arrives...



#### KEITH SEUME



CAYMAN 981

Life with a modern Porsche is still going very well, thank you, even with the odd error message on the dash to frighten me, especially when it relates to the PDK transmission. Turn to p98 for the lowdown.



#### CHRIS HORTON



924S, 944

Still more miles racked up in the 924S, but with the odometer still broken I can only guess at the figure. Progress on the cosmetic front, too, with a superb repair to a rust patch on a front wing – full details next time



#### PETER SIMPSON



356C

Woo hoo! The planning permission has finally come through for the garage, now time to dig deep and get that much needed garage up, so I can get these Porsches in and worked on as soon as possible!



#### BRETT FRASER



BOXSTER 3.2S

Red wheels on a yellow car: why would you do that? However, the incredulity of a few is matched by the surprised acceptance of many other cynics, when they actually see my Group 4 Fuchs reps.



#### JOHNNY TIPLER



BOXSTER 3.2S

As you can see opposite, the Boxster has been on the receiving end of some re-map wizardry, to get the most from the new induction and exhaust set-up. And it's worked, with more power and torque.



#### JEREMY LAIRD



BOXSTER 3.2 S

Clank, whine, rattle. Oh hell, what's that? The water pump. Probably. An AA flat bed, Flat Six Classics in Devon to the rescue with a loaner Boxster and I'm back in action. Watch this space for a detailed update...



## MAPPING OUT THE POWER

Re-drawing the map: having endowed his 986 S with a set of EuroCupGT High-flow exhaust manifolds and cat bypass pipes, Johnny Tipler's logical next move was to get an ECU remap done. The outcome was extremely satisfying, both acoustically and in terms of the car's performance.



**P**ump up the volume! Yes, indeed, the noise levels have risen to a new, exhilarating frequency, following Trofeo's Mike Roberts having installed new EuroCupGT High-flow three-branch exhaust manifolds: it's subdued enough on tickover, but open up the equally new EuroCupGT High-flow induction system and each successive ratio is accompanied by a spine-tingling six-pot rasping crescendo. To reap the full benefit of this straight-through system I checked the Boxster into the workshops of electronic tuning wizard, Clive Atthowe, in Norwich.

We do have history, though I hadn't seen him for a while. We chat briefly about my previous 3.2 Carrera, which he'd performed a similar operation on, maybe 15 years ago, both before and after it had a bespoke Hayward & Scott exhaust system fitted – the highlight of which was its penchant for backfiring loudly on the overrun. The Boxster doesn't do that, though I suspect that's to do with their respective air-cooled versus water-cooled powerplants. So, then, without further ado, Clive moves the 986 into his dynamometer bay and slots its back wheels between the Dastek dyno's rollers. Plugged in and wired up to the monitors, he proceeds to take the revs up to stratospheric levels where I'd normally have my eyes tightly shut – unless of course it happened to be a racing engine. Between flat-six run-ups he weaves his magic with the electronics on the keyboard and, soon enough, he declares it's finished.

Clive explains how to interpret the zigzag traces on the three graphs presented on the monitors. 'What we're looking at on the first two are the power and torque curves: the blue line traces where the engine was when the car came in, and the red line is where we are now with the reboot software on it.

So, you can see that there's an increase in power, and the same obviously goes for the torque. You can adjust the air ratio and the fuel intake in the ECU, and we've optimised that to give you a much smoother fuel injection, as you can see on the third graph, so that's running much better. And the other adjustability is throttle response, and I've set that at a medium-to-high setting so you can adjust how the engine reacts to throttle. So, in other words, as you put your foot down, the effect on the engine is that the throttle will open earlier. This is controlled electronically – you've got an electronic drive-by-wire throttle, so you should feel that when you drive it: it's going to feel much more responsive to the throttle, and that's down to the adjustability we've got in the software.' The third read-out shows how fuelling is significantly improved, all the way up to 6000rpm. The stats tell us that before going on the dyno's rolling road, power was 256.8bhp @ 6953rpm and torque was 212.4lb ft @ 4949rpm. After the adjustments, power now stands at 268.2bhp @ 6498rpm, while torque rises to 236.0lb/ft @ 4729rpm, a gain of 12bhp and 24lb ft of torque.

There was an associated reason for seeking Clive's particular brand of expertise: having dispensed with the cats and associated Lambda sensors – which were themselves as badly corroded as the old manifold studs and nuts – a dashboard danger sign warned of an engine malady that required professional attention. Sure, I could reject that message simply by flipping the steering column's computer lever. But that wouldn't satisfy an MOT inspector. Clive explains: 'Normally, when you remove a cat, the common fault you get is a message warning you about cat efficiency, so in other words you've got a Lambda sensor in front of the cat that monitors the

### 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

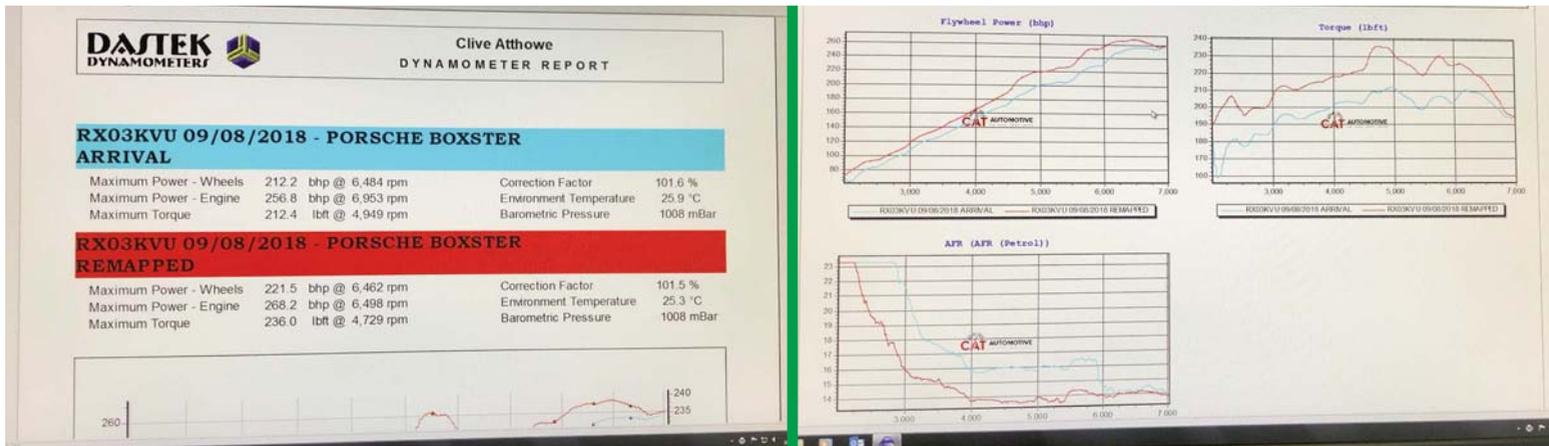
##### Contact:

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www.johntipler.co.uk

##### This month:

A remap gets the best from the new induction and exhaust set up



Above: The numbers tell the story. Power is up from 256bhp to 268bhp at the flywheel. More significantly, though, for road use is the torque figure, which has increased from 212lb ft at nearly 5000rpm, to 236lb ft at 4729rpm

oxygen level and adjusts the fuelling accordingly, so the cat is presented with an ideal mixture, shall we say, so the cat can actually function. Then, two other sensors behind the cat monitor the efficiency of the cat, so they're looking for new activity, new switching of the programme, so when you write a file to take that into consideration, when you've either fitted a sports cat or de-cat'd it, you normally take those efficiency codes out, so, in other words, you write those out. In your case it identified two heater circuit faults, so there is still an issue there. As long as the heater circuits are identified as faulty the warning message will still keep occurring. What we're doing here won't affect the emission test on an MOT, though.' However, the fact of the matter is that, even though it's 15-years old, this car should have a catalytic converter, so its new bypass pipes mean that it might not

pass an MOT test. So, I shall have to see what happens; it's possible that I'll find somebody who will turn a blind eye (Naughty! Ed). Meanwhile, it's been back to Mike Roberts who's reinstalled the requisite Lambda sensors so the warning message is banished for good.

The proof of the ECU pudding is manifest on Norwich's brand-new northern by-pass, interspersed as it is by numerous roundabouts that entail the whole repertoire of up- and down-shifts. I drive away from Clive's and my heart soars, along with the revs. The throttle response is significantly more spontaneous, which comes as a surprise because it was pretty good in any case. In each gear the power response is much more immediate, though, and in top I'm feeling the benefit of greater torque as well. It zings swiftly up through the rev band, and apparently prefers to operate at 1000rpm

further up the rev range than before the re-map. No question, acceleration is considerably smarter through the gears, and it projects a quite different vitality to the standard car. At just shy of £600, the dyno'd re-map isn't a cheap exercise, but then it has made a significant difference to the engine's power delivery, benefiting performance and torque and, accordingly, its drivability, and now we know for sure what its output actually is. As for fuelling benefits, I'm not sure it's affected consumption particularly, but a run to Spa for the Six Hours might provide the answer. So, all told, it's very much a morning well spent, and I think it's well worth having it done. It's one of those situations where one job needed doing, so I might as well go the whole hog and maximise the benefits.

Next time I'll tell you about how the problem of the soft-top roof not retracting fully was overcome. **PW**

**CONTACT**

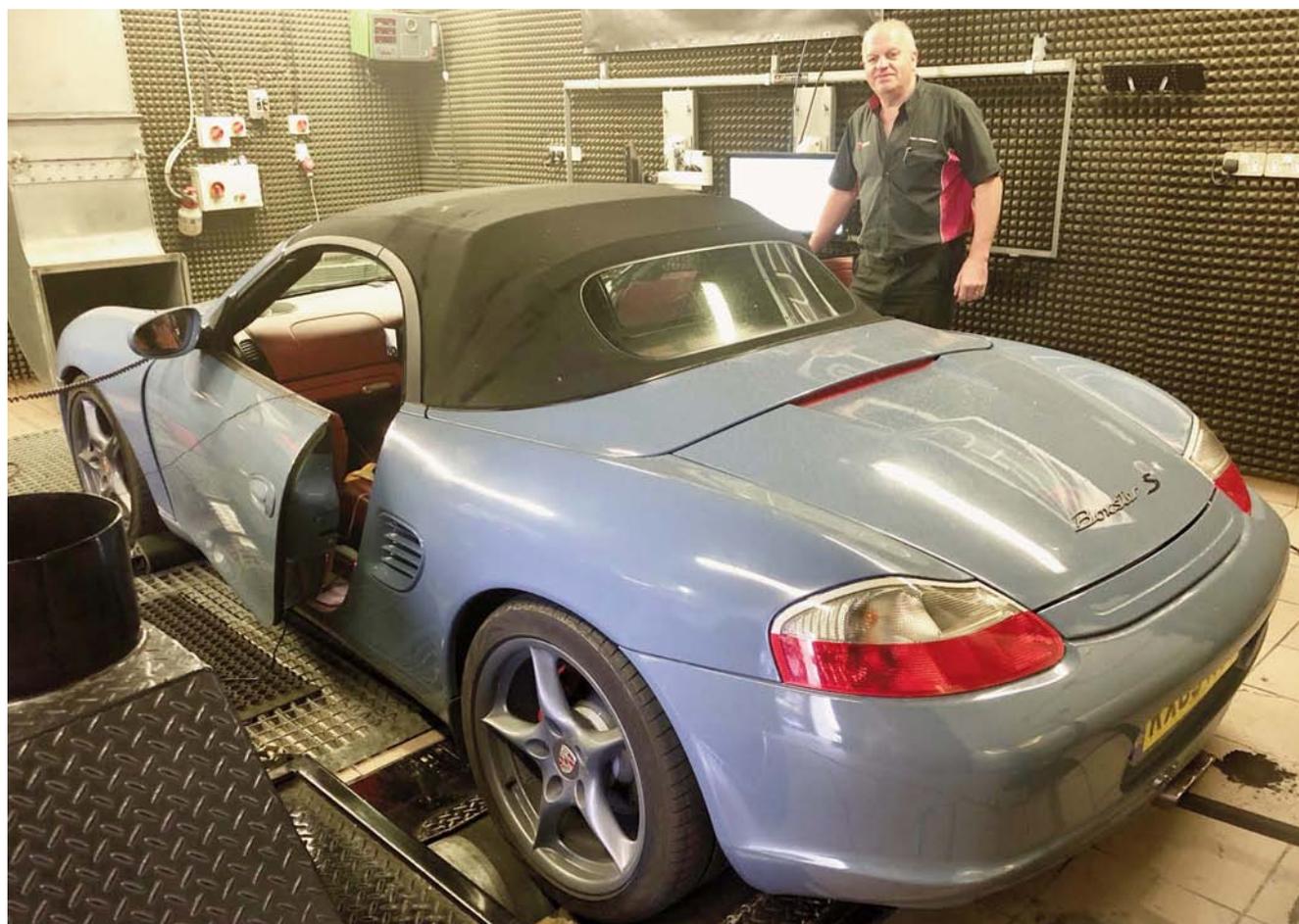
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On the rollers at Clive Atthowe Tuning. That's Clive in the background



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## PANIC STATIONS!

It's the stuff of nightmares – well it is for an old-school guy like Seume. All's going well when suddenly a warning message flashes up on your dashboard. Is it time to call the AA, call the bank manager, call it quits?



**KEITH SEUME**

**2014 CAYMAN**

**Occupation:**

Editor,  
*Classic Porsche*  
**Previous Porsches:**  
Carrera 2.7; 928;  
912; 914/6; Junior  
Tractor; 912/6  
hot-rod

**Current Porsche:**  
981 Cayman  
**Mods/options:**  
None as yet

**Contact:**

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**This month:**

Warning messages on dashboard lead to a computer diagnosis

Left: What's this? Has Seume lost his marbles? Cayman has been joined by a Ford-engined Westfield – polar opposites in terms of technology but both great fun to drive

So, there I was. Off up country on another jaunt, this time heading to the Thornfalcon classic car show near Chicklade. So that's the A30 from Cornwall up to the M5 and then settle down for a mindless cruise up this always busy motorway. All was as well with the world as you can expect on a summer Sunday morning heading north from Exeter. Trucks. Check. Caravans. Check. Roof boxes and bike racks. Check. In fact, trying to stay awake was the biggest problem.

Of course, being what is euphemistically referred to as 'of a certain age', it wasn't long (well, about 90 minutes after setting off from home) before my nether regions suggested I pull off for what tennis players call a comfort break. I call it going for a pee... Taunton Deane services were a mile or two away, so I pulled over to the inside lane (I had been overtaking, not lane

hogging, by the way), indicator on and then swung off the motorway into the service area. And that's when it happened.

As I turned into the parking section, a warning message suddenly flashed up on the right-hand gauge, screaming that my Cayman had a transmission fault, which may (or may not) mean no reverse gear but that I would be able to drive on, or words to that effect. In fact, it said 'Transm. fault. Poss no R gear. Drive on poss.' It didn't seem very sure of itself, with the use of 'possible' twice in just nine words. I'd like to say I took it all in my stride, and laughed it off. Instead I mentally screamed 'Oh sh..' and pulled to a halt, beads of sweat already forming on my brow.

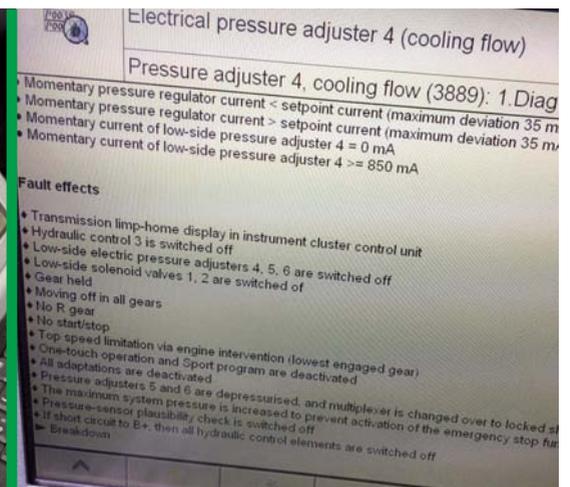
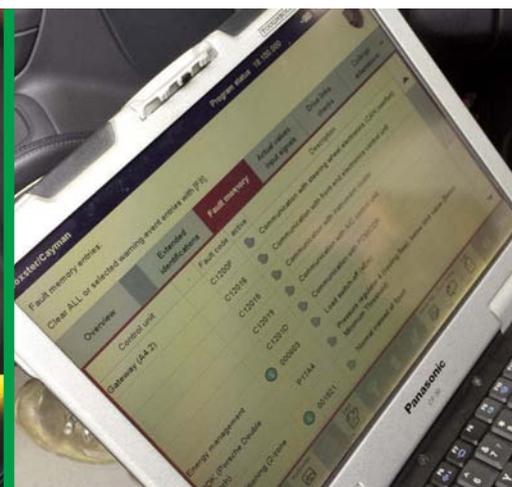
Now, some of you out there are probably thinking we journalists with our posh cars have a team of factory mechanics at our beck and call or, at the very least, a bottomless expense account to pay for

repairs, should they be necessary. Well, sorry to burst that bubble – like the vast majority of our readers, expensive repairs mean deflated wallets, bank accounts that echo when you call your name and mental plans to maybe get rid of the car before anything else happens to spoil the fun.

Manual transmissions rarely give any problem, and even if they do, they still work – maybe they'll graunch a bit, or leak oil, but rarely fail completely on a road car. PDK, on the other hand, being the work of the devil (a very clever devil, I have to say) means that if there is a fault, you're probably going to end up on the end of a metaphorical tow rope (ie, on the back of an AA recovery vehicle), heading for your favourite Porsche Centre or indie.

It was thus with more than a little trepidation that I decided to see if there really was a reverse gear, and that it was functioning OK. Let's move the lever to 'R'

Warning message on dashboard prompted a panic attack, but a check of the fault codes eventually pointed the finger at the electrical system, rather than a terminal (and costly!) PDK-related problem





Mark always smiles when he's working! Checking the fault codes led to a check on the alternator output and battery condition

and see what happens... The car moved backwards. Select 'D' and, guess what, it moves forwards. OK, let's shut the engine off and think. Right, thinking over, let's start up again. Ignition on and...nothing. As in no warning message. Engine starts OK, PDK selects forward and reverse without problem. Time for the pee and a cup of coffee to mull things over.

In the end, I decided to press on and take a look at the wonderful world of the interweb when I got home. Doing a Google search on that very message brought up several 'hits', with mixed responses to the inevitable question 'Does this mean my PDK's dead?'

Well, mine clearly wasn't dead, but I was slightly concerned that 50 per cent of the responses were of the 'I had this happen to me and the factory replaced the transmission under warranty, no questions asked', while the other 50 per cent said something along the lines of 'I kept my fingers crossed and it went away'. I preferred the sound of the latter as my 2014 car is no longer covered by Porsche's generous warranty.

A message to Adrian Crawford at Williams-Crawford from whom I bought the Cayman prompted the suggestion that I 'pop in and let young Mark have a look'. That's young Mark as opposed to old(er) Mark, I presume. I dropped in a day or two later and after a chat and a coffee, it was time to find out the worst.

Now I have to admit that all this computer diagnosis lark is quite beyond me, so I

stood back and let young Mark do his thing, plugging his laptop in to the OBD port under the dash, stabbing the screen a few times as he whizzed through various programmes and read all the fault codes stored in the ECU. To me this is a bit like taking a naughty child to one side and saying 'OK, tell me everything you've done wrong in the past!', so I was interested to see what showed up.

As it happens, not a lot did. There were a couple of unidentifiable fault codes from the deep and distant past, but nothing that screamed trouble. Poking around more in the PDK-related menus (there are several layers of menus, it seems) the one thing that did pop up was a slightly mysterious message relating to 'Electric pressure adjuster 4 (cooling flow)', whatever that is.

Further investigation suggested that a drop in supply current could cause a number of potential problems ('fault effects' to use the jargon), all of which were listed. Among them was 'Transmission limp-home display in instrument cluster control unit' and 'No R gear' – bingo!

So, what now? Mark looked back at the fault codes and there for all to see was one which had the time stamp of 8.29am on the previous Sunday – it was a drop in supply current which lasted for less than one second. That, it seems, was enough to trigger the panic message on the dash – and set my wallet palpitating. The obvious thing now was to check the alternator output (all good) and the battery condition (almost perfect).

Looking back, there had been a few occasions when I've gone to start the car after a ten-day layoff, or longer, that the dashboard has posted a 'Battery level low. Start engine' message, signifying (or so I have been told) that to help direct all available battery output to the starter, all ancillary circuits are shut down, such as the radio, air-con, etc. It would seem, therefore, that the most likely cause of my message telling me that I 'might' not have a reverse gear was down to a battery not doing its stuff for a millisecond as I drove up the M5 on a sunny Sunday morning. That's modern cars for you...

Since then, all has been fine – the car has started and run perfectly. As you'd expect from a four-year-old Porsche. However, the obvious complexity of such machinery triggered an itch that I needed to scratch: I bought a Westfield kit car to sit alongside the Cayman.

I've long been a fan of simple cars like Porsche Speedsters, Lotus Sevens and the latter's modern equivalent, the Caterham Seven. I couldn't afford the Speedster (who can these days?) and Caterhams hold their value well, so I bought the nearest thing I could: a Westfield SEi.

Powered by a 120bhp Ford crossflow engine (think Escort Mexicos, and the like) running dual Weber DCOE carburettors and weighing about 600kg, it's a blast and a reminder of just how user-unfriendly modern sports cars have become in DIY terms. As if I needed any reminding, that is, after my episode with the Cayman... **PW**



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## CONCOURS CARRERA

After attending to a few bits and bobs, *911&PW*'s North American correspondent, Matt Stone, decides to get the polishes and potions out and enter his Carrera 3.2 in the local concours



**MATT STONE**  
**CARRERA 3.2**

**Occupation:** Freelance motoring writer/broadcaster  
**Previous Porsches:** None  
**Current Porsche:** Carrera 3.2  
**Mods/options:** Standard  
**Contact:** mattstonerama@gmail.com  
**This month:** The Carrera makes its debut in the local concours scene!

Third in class! Now that was a surprise!

In our last instalment, the Carrera made a couple of visits to its home repair shop, Callas Rennsport, for its annual fluids and filters flush and replacement regimen, plus the “backdating” of the audio system from a modern and great working but utterly wrong looking Alpine AM/FM/CD head to a proper Blaupunkt Reno AM/FM/Cassette unit. Plus a few other minor things.

That put the car in a place where its ‘To Do’ list was commendably short, the most pressing priorities becoming the need and desire for some spring driving. But first a couple more detail bits.

As the car wears its stock Fuchs 16-inch wheels, with black spokes, black centre caps, and satin silver finished rim sections. I’m not in any way a blingy person, but the painted Porsche logo centre caps I’ve seen on so many cars appealed; Sierra Madre Collection offers a selection of them with

coloured logos and black backgrounds, or chrome, and several others. In order to emphasise the look of the factory logo colours, without ruining the period look of the black wheels, I opted for the painted logo over black background centres. Sierra Madre put them in my hands the next day; the finish looks robust, and installation only involved a coat of wheel wax to protect them, and to remove the old caps and snap in the new ones. They look great, and fit perfectly, still with a totally stock vibe, plus a splash of colour to the previously all business looking wheel finishes.

Look on the top forward edge of the doors on any 911 that have them (primarily 1974–1989) models, and you’ll likely see that the upper door trim panel end covers are cracked. These little black plastic cover plates affix to the door jamb via a single screw, and from either the overtightening of that screw, and/or the

constant closing of the door, they fatigue and crack. One of mine was cracked nearly in half, and the other felt hard and brittle. Once again, Sierra Madre Collection to the rescue, sending me a perfect new pair of them (order carefully, as they are different from side to side) for pennies over five bucks a piece. 30 seconds per side with a screwdriver, problem solved, job done.

Something else that’s nagged me since the day I bought this car were some deep scratching on the passenger side outer wheel lip that needed to be repaired. I didn’t want to dismount and refinish the entire wheel, thus I was referred to Ace Mobile Auto Wheel Reconditioning by a Ford dealer friend, and Raffi sent out an experienced technician with a fully equipped truck packing most anything needed to fix up a downtrodden wheel. The tech said he could do the work on the car, it would take less than an hour, and cost just

Left: A gouge in the wheel rim was letting the side down. A mobile wheel restorer sorted the issue





## CONTACT

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\$90, so I greenlighted the job. He sanded the lip with a small rotary sander, and then polished the metal by hand to further smooth and clean the surface. He then brewed up a small batch of satin silver clear to match the factory finish on the rest of the wheel, and sprayed on a few coats, the gouges and scratches absolutely gone, and the newly finished area a perfect match. Again, job done (and of course why did I wait so long?).

Enough pieces and parts; time to drive! The first spring outing of note was with my Porsche Club of America Santa Barbara Region gang, from idyllic Santa Barbara, heading north over the San Marcos pass to Nipomo, California – Nipomo sits near the Pacific Coast near Santa Maria. It was a great turnout of cars, from an early 912 Targa to several Turbos, air and water cooled plus many moderns. Total about 50 cars for the drive to Nipomo and back to historic Jocko's steakhouse for a great lunch together, then back down Highway 101 home. Highways, byways, farmlands, a few wineries; nice roads at an engaging pace that was fun but comfortable for everyone. Door to door about a 200-mile day – just enough to heat up all the fluids and give everything some exercise.

From then on it was an endless spring of

'cars 'n' coffee' meets, with the occasional zip up and down the fast and challenging Angeles Crest Highway Pass – which some refer to as Los Angeles County's own Nürburgring. Then I decided to step outside the normal and enter the Carrera in a concours.

I love concours events – judging and spectating mostly, but seldom before as an entrant. It's a "rabbit hole" I've chosen not to climb down, although this car is highly stock and original, and quite clean, it's nobody's trailer queen or show car. I don't spend nights on a rollie creeper detailing the undercarriage. But as the San Marino Motor Classic concours and festival takes place at a beautiful and historic park, just miles from home, it seemed like a nice way to get good parking for the event under a shady tree.

I seriously considered engaging a professional detailer to work over the car prior to its concours debut, which ultimately felt like staring down that rabbit hole again; you know the drill – who to hire, how much do I do, what needs to be cleaned, what should be refurbished, where do I stop, what'll it cost? I instead decided to spend a weekend prepping it myself to the best of my ability. I already had a garage full of detailing products and supplies, so it was only a matter of time and labour mixed with

my just average skills. No matter, it was a day well spent, the car glowed, and it only cost me sweat equity and a sore back.

Once parked in the requisite tree shaded spot, I surveyed the rest of my class, which included two very fine looking 930s and several other late '70s and '80s era Carreras, telling my wife "don't expect us to be taking home any hardware."

We took a walk to see the rest of the show, and returned just as one of the judges slipped a "You've won an award" notification under the windshield wiper. "What? You must have the wrong car!" They assured me it was correct, and that we'd be lining up to drive across the ramp and collect our trophy for third place in class – a thrill for sure, but no surprise that the two immaculate 930s took first and second. We got in line, drove up to the ramp, got announced to the crowd, and collected a crystal trophy. Nice! Funny, my back didn't hurt so much anymore.

The next visit to Callas will require a regassing of the AC system, and at some point I'll be dealing with a few small oil leaks that have cropped up. I'm thinking my concours entrant days are over, and that I should rest on that pleasantly surprising laurel, but in the meantime: it's more driving, of course! **PW**

Below: New centre caps, with coloured Porsche logo, have brightened the wheels up. Right: Everyone loves a bit of silverware



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## CAYENNE IS LESS THAN FRAGRANT

Big 4x4s are often a lifestyle choice and very often that lifestyle choice involves dogs. It's easy to temporarily mask the whiff of damp dog come sale time, but it will soon be back as our man, James Ruppert, discovers



**JAMES RUPPERT**  
**CAYENNE V8 S**

**Occupation:** Freelance writer and founder of the 'Bangernomics' movement  
**Previous Porsches:** None  
**Current Porsche:** Cayenne V8 S  
**Mods/options:** Standard, as it left the factory  
**Contact:** james@bangernomics.com  
**This month:** Sorting out the previous owner's doggy whiffs!

The Bangernomic Cayenne looks smart enough, but typical of many 4x4s, it's been used to transport dogs, and is suffering from associated pong

**A**s you will soon gather I am not your go-to Porsche owner if you want to know how to replace an intermediate shaft. For a start the Cayenne hasn't got one, or even two, I think. What it does have though is the massive whiff of damp dog.

As I mentioned previously, I broke one of my own quite fluid, rapidly evolving, cast in stone, Bangernomic buying rules and got a car that used to belong to a dog. Well, a hound that used to live in the boot, and don't we know it. My excuse is that it was sub zero January when I bought it and the chill killed the pong. I had been calling the Cayenne The Flying Pig, now it has become

a rather Smelly Pig.

Admittedly once the air con kicks in after a minute or two it goes away. The problem is the initial hit of hound. We've obviously got used to it and the embarrassing bit is when you take a passenger who isn't used to the stench and they say, "what the hell, died in the back of your Cayenne?"

Before we collected it, the dealer said it was valeted, which probably meant someone pointed a vacuum at it for five minutes. We did a teeny bit more. In our house there are pink and blue jobs and yes I do take the bins out. The girls decided to roll their sleeves up and get stuck into the Flying Pig in a big effort to make it a lot more fragrant.

They did the very basics and removed all the Porsche branded mats and gave them a thoroughly good beating. All the hard plastics were buffed up and actually there were no scrapes, gouges or other cosmetic upsets, which was pleasing. The basics worked up to a point, but in the boot there was lingering dog. So it was time to bring in the heavy mob and that meant the carpet cleaner. I wondered why we had one of those.

You, or whoever you delegate to use it, simply add water and some deep cleaning fluid and apply to the affected areas. Effectively it sucks up all the muck in the carpet and then deposits it into the clear plastic receptacle. That means the water turns

Left: Apparently vinegar will absorb a doggy whiff, but not in this instance. Below: Getting stuck in...





Wet and dry carpet cleaner is rolled out, with some success

to mud. The first time they did it, I was frankly horrified and rather relieved that this wasn't my job. By the time that the fourth gallon of sludge was poured onto an ungrateful garden, I knew there had to be another way.

I briefly considered getting a professional involved, one of those mobile valet types with a Ford Connect and their own pure water supply, but I'm a cheapskate. Regrettably, I reached out to the mad fringe of the automotive dog owning community and they came up with some corksers. It was a bit like hippie, alternative medicine for motors. So where do we begin?

With white vinegar. Pour it into a bowl and leave overnight and it is supposed to absorb the smell. We didn't have any white stuff, but we did have a very date expired oriental cooking version that was red, and best suited to spicing up a chow mein. Obviously, that didn't work. So we saved up and for less than a quid, bought a big bottle of the proper white stuff and then left it over a long weekend in the back. No difference at all.

My daughter bought a Turtle Wax Pet Mess Kit. It had a paw shaped sponge thing that really did pick up stray hairs very easily. The small odour spray was useful enough in long bursts until it was used up. The surface cleaner didn't do much. Unfortunately, I was still open to crackpot ideas.

Next up was a box of fresh grass cuttings. Yes, really. Someone I trusted reckoned that was the answer. There is no shortage of grass

at the Bangernomics compound and after some serious mowing I duly packed some fragrant grass cuttings in a cardboard box and waited for it to do its magic. Here's a top tip for you, don't ever, ever, put a small damp haystack of grass in your Porsche. The next day when we turfed it out, it smelt like Glastonbury. It was horrendous. The person who suggested it is no longer my friend and is struck off our Christmas card list. He is dead to me not only because of the grass, but also due to the coffee.

The follow up solution was just as bad with added distress. We had already dallied with the instant coffee solution, with no success. However, after the grass debacle we sprinkled a fresh batch of instant coffee, the cheap Morrisons, Gold Blend copy. We ground the granules in, but the problem was that once things heated up they melted. So we now had ground coffee granules. Great in a mug, terrible in the boot. The only way to get rid of them was to pick them out by hand, then carpet clean again.

Now I have an extensive collection of '80s and '90s car care products and dug out some ancient Neutradol. The can said it would make odours vanish. According to Mrs. Ruppert, I made her Cayenne smell like a public urinal. How she knows that is a worry, but I found it hard to argue.

In desperation, I even mentioned it to Mr. Bennett who has previous experience of dog aromas and sent a link to a can of spray

that I may have to buy and tell you about in a future update. Bet you can't wait? I am though still waiting for some Valeo ClimSpray Cabin Purifier, which was only available via Mr. Amazon. It is a bomb type thing, which you press and retire from with the air con on recirculation. Run it for 15 minutes and hide, then return to the vehicle and open all the doors to air it.

As I waited for the postman, we decided to go back to the weird and wonderful cures and that meant baking powder. A tray of that in the boot overnight has taken the smell out of the boot, but the dog remains in the passenger area. Can't wait for the bomb to arrive.

In other news, the Cayenne uses an awful lot of petrol. That isn't exactly news, but it does make your heart skip a beat. We did a few several hundred mile round trips and seeing a quarter tank evaporate on the first leg is certainly sobering. Never mind, this is what I signed up for and I don't regret the decision to buy. It remains such a comfy and cossetting machine you can forgive it anything. Even bankruptcy.

On a final note, the Cayenne keeps saying that in a few thousand miles' time it wants a service. It was supposed to have been done when we bought, but I doubt they did much more than look at the dipstick. I am considering giving it to an independent for a once over to find out what they think of the Flying Pig. And what they make of the smell. **PW**

Below: Various options tried, but dog whiff is stubbornly resistant. Other products still to be explored. Below right: Much dirt removed from carpets





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## WHEN BREAKING AND ENTERING IS YOUR ONLY OPTION

A word to the wise: if ever one of your Cayenne's electro-mechanical door locks starts playing up – and the chances are that it will – then do something about it immediately. Like now. Today. Because if you don't there is an equally good chance that, one day very soon, it will refuse to unlock, and then defy all rational attempts to open it, from either outside the car or within. (It might also fail to lock in the first place, but don't be deceived by that apparent reprieve. It is surely the beginning of the end.)

The only solution will be to remove the inner door 'card' without damaging it (which is predictably difficult with the door jammed shut), and then somehow to find a way in through the steel panel behind that in order to disengage the lock. Only then will you be able to open the

door and complete the task by removing said panel in its entirety – together with the window and its upper frame – for access to the offending component.

I know this for several reasons, not least an exactly similar failure in my 2004 VW Passat, when by a remarkable and unfortunate coincidence both the left-hand front and right-hand rear doors effectively deadlocked themselves simultaneously. Had my elderly mother-in-law been in the front seat at the time – which was a strong possibility – I honestly don't know how we would have got her out. Have the fire brigade cut the entire roof off, most likely. (I'm not joking.)

I won't burden you with the details of that (successful) repair, but suffice it to say that when my friend's 2006 VW Touareg developed an

identical fault – fortunately with one of the rear doors failing to lock rather than to unlock – I confidently suggested that we could have a go at it ourselves. Wrong. With the trim off (easy), and the M6 screws removed from the perimeter of the so-called component carrier (ditto), there still appeared about as much chance of removing the latter as breaking into a bank vault.

A few typically unhelpful posts that I found on-line vaguely suggested the need to remove the entire window frame – which was most certainly not required when I tackled the Passat – and at that point we decided that discretion was very much the better part of valour, and handed over the job to an independent local garage. Which, to be fair, didn't find it particularly straightforward, either – although I never did

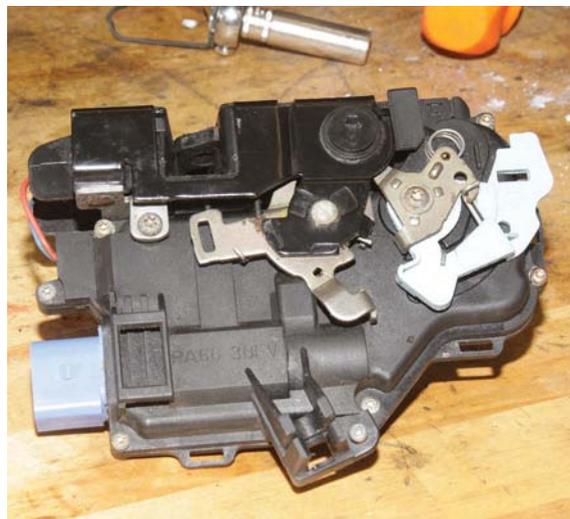
find out precisely how they tackled it. Or not until a few weeks ago, anyway.

Fast-forward a year or so, and I am at Auto Umbau to see what's going on in their always busy workshop and restoration department. Up on one of the two-post lifts is a latish-model Cayenne 'S', from which technician Terry Parker is draining the coolant (I'll come back to that a little bit later). It soon becomes apparent that it is also missing both the window and its frame together with the lower inner skin, and equally quickly I correctly guessed why.

Yes, said Terry, the door had locked itself shut. Like they do. Just as I had done when confronted by the Passat, he had spent several hours working out the best way to approach the problem, and had even considered attempting to access and

then cut through the hasp on the 'D'-post in order to open the door. In the end, he concluded, there was no alternative but to go in through the door from the inside. But even that was far easier said than done.

The screws securing the lower part of the interior trim to the door shell were largely obscured by the car's own sill covering, and even with that hurdle overcome with the aid of a long Torx driver there remained that thin but none the less unyielding steel inner panel. There was, however, a tiny chink in the car's armour: a small hole roughly adjacent to where the lock mechanism would be, and by reaching through it with a thin screwdriver Terry was able to break off the piece of plastic which, with obviously limited visibility down past the window's waist seal, he had deduced was the vital link



Many VW group vehicles have electro-mechanical door lock mechanisms like this (top left) – which is fine until they fail, most likely due to a minor wiring/connection fault not dissimilar to those that afflict older-style DME relays. And being mounted on the trailing edge of a door prone to being slammed does them no favours. Photo top right shows the tiny hole in the door's inner skin, through which Terry Parker was able to break plastic link (bottom left) and 'spring' the lock to open the door. After that, access is gained by removing the window and its frame as a complete unit: two M8 screws at the rear end of the door (above), and two on the leading edge. Easy when you know how

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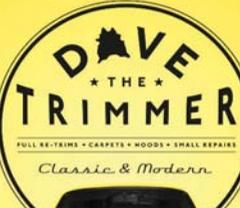
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between the failed electronics and the mechanical part of the lock itself.

After that, Terry smiled, it was the proverbial piece of cake. The door obligingly swung open (and I know how satisfying that is in the circumstances), and he was able to complete the dismantling process in the conventional manner – which is both remarkably similar to that required for the Passat (and I'm assuming for the Touareg, too), but in many ways also a great deal easier than in the former model.

Remove the 'button' part of the outside door handle, by releasing a small screw hidden beneath a plastic plug on the trailing edge of the

shell. Disconnect the short cable between the moving part of the handle and the lock. Undo the M6 screws securing the component carrier to the shell. Break the electrical connections at their multi-terminal plugs and sockets conveniently located inside the middle door post. Undo and remove the M8 screws securing the carrier and window assembly to the shell (two at the front, two at the rear) and, lo and behold, the entire thing lifts out. All you have to do then is undo the screws on the trailing edge of the door, and finally withdraw the lock from inside.

I won't go into any more detail here – no space, and if you genuinely know your way

round a modern car then this text and the accompanying photos should be more than enough to point you in the right direction. And even if you still want to let someone else tackle the job for you, then at least you now know what they will be – or should be – charging you for. Suffice it to say, though, that I shall be covering this as a full how-to story just as soon as I can find a suitable candidate vehicle. It's too important a topic to ignore, I think, not least because of the obvious danger of literally becoming trapped inside the vehicle.

I hope, meanwhile, that this story serves as a timely warning, and I shall leave you to ponder a few basic facts

and figures. New rear door locks for the Cayenne cost £187.98 plus VAT apiece. (And needless to say Terry advised the customer to have the other one replaced, as well.) The front locks cost around the same. The labour time for the failed lock was a hefty but not unreasonable five hours, but only 2.5 for the second, obviously without the need for any breaking and entering. And do the job often enough – or get yourself thoroughly prepared before you start – and I reckon you could get that down to two hours or less.

As for the coolant, that was another task that by rights ought not to have been necessary on a car of this

age and apparent quality. Cayennes have a liquid-cooled alternator, with the fluid entering (exiting?) via a small plastic union attached to the front of the unit by an M6 screw. The union has an 'O'-ring seal (pictured below), and unsurprisingly this had deteriorated such that anti-freeze was slowly but surely dribbling out. And we all know where that can lead. Cost of the part (948 106 362 01) was a rather more reasonable £5.97 plus VAT, but again the labour far outweighed that, at around two to three hours to drain and then replace the coolant – which is itself worth renewing, of course, if you are in any doubt about its age and/or quality.

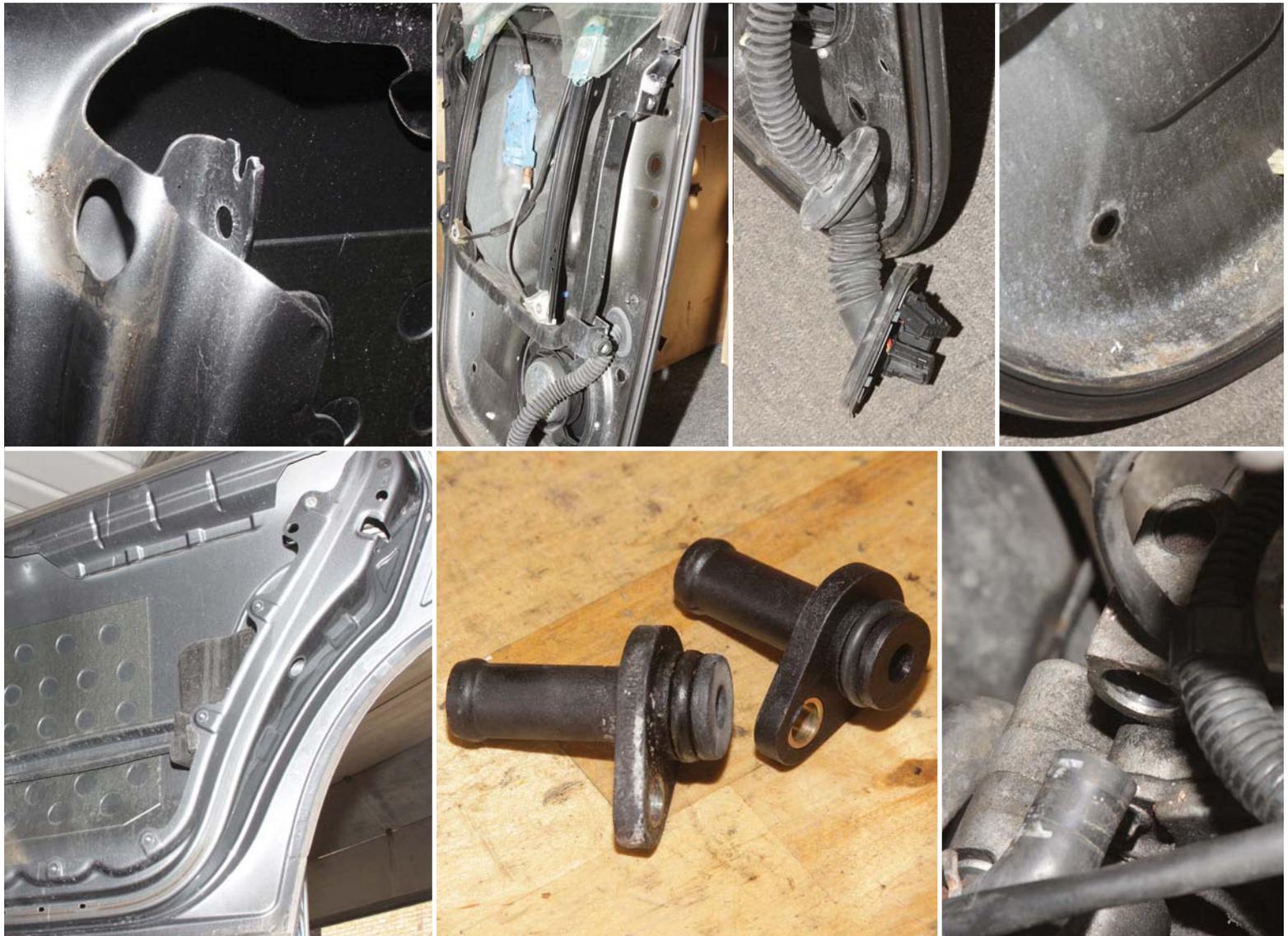


Photo top left shows one of the fixings for the front of the window frame, obviously with that and the screw removed. Having the entire mechanism out is a great chance to inspect and overhaul – and to clean, too; photo top right shows the dust that accumulates at the bottom of the door shell/component carrier interface, and not least the seal that prevents water ingress to the cabin. You might want to give the lower areas of the door shell a light spray of rust-preventive wax, too. Penultimate photo shows the same Cayenne's pipe stub for the liquid-cooled alternator: old on the left, new on the right – although maybe an 'O'-ring alone would suffice... Last but not least: where the stub fits

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## THE TIP OF THE ICEBERG?

There is a probably natural habit among Porsche retailers proudly to display their company names on the number plates of the cars they sell. (UK regulations demand, at the very least, the name and postcode of the actual plate supplier. Any further information, however, is entirely optional.) Which is all very well for the business concerned when the car in question is in perfect-to-good condition, and thus a worthwhile advertisement, but a double-edged sword as it later passes through the hands of perhaps less caring owners and 'mechanics'.

Take this 996 Carrera 4S. On the face of it a reasonably well-preserved example but, up on the lift, showing signs of all manner of what I'll call improvised repairs. The most immediately obvious was what looked suspiciously like some of those self-drilling roofing screws securing the front and rear bumper covers,

but worse still simply punched through new holes in both the plastic and the substrate. Same story for the undertrays, where some of the original coarse-threaded studs had corroded, and had then snapped as the plastic nuts were being undone. (That's an awkward and annoying situation, certainly, but not insurmountable if you can find a good bodyshop with the required specialised welding equipment to fit brand-new studs.)

The front apron showed the all too common evidence of being scraped against a kerb or something similar, with the resulting marks extending back into the floor of the luggage compartment, and unsurprisingly both of the plastic 'tabs' extending downward ahead of the front wheels were held on by our old friend the cable-tie.

Removing all of the undertrays revealed yet more signs of ignorance, or at the

very best a cavalier disregard for a car of this quality. (And certainly still of this potential value.) It would, in truth, be hard to take issue on purely technical grounds with the worm-drive clips securing the coolant hoses to the metal pipework. The simple spring clips used by the factory are specified purely to save time and money during the assembly process – and the same logic later gave us those horrible larger-diameter push-fit connections which now give so much grief to 987 and 997 owners as they corrode and begin to leak. Stainless-steel Norma clips are absolutely fine by me.

Likewise you might forgive the pragmatic – perhaps even ingenious – repair to the power-steering pipes running down the left-hand side of the floorpan. Now we all know – or should do, anyway – that these might as well have been made out of macaroni coated with icing sugar, and

that they are also a complete and utter pain in the backside to replace. And I have to be brutally honest and say that there was no sign of fluid leakage from either the smaller-diameter high-pressure line or the slightly larger-bore return – although that would have looked so much neater if all four clips had been aligned with each other and the hose trimmed more accurately to length. (And is run-of-the-mill heater hose the best for hot ATF? Somehow I doubt it.)

Be honest, though. Would you really want that kind of repair on your Porsche? If it was the difference between being stuck in the Sahara Desert or making it back to civilisation then, of course, the answer would be an emphatic yes. And again, technically, there is arguably nothing actually illegal or inherently dangerous about a repair of this nature. But you do have to wonder what other

egregious bodes the vehicle might have suffered. How many screw threads were stripped when the clutch was changed. What desperate measures might have been taken to stem an oil leak from the crankshaft seal. And it's probably best not to think about the IMS bearing if our witless technician has been anywhere near that.

Either way, for obvious reasons I am not going even to hint at the name of the independent specialist on this car's front and rear number plates. Suffice it to say that there is nothing to link the company directly to these repairs, and if anything the blame lies fairly and squarely with Porsche itself for not only building its cars so inherently cheaply to start with, but then selling so many of the things that, out in the wider world, they come to be perceived by the trade as no more worthy of due diligence than a Ford Fiesta. **PW**



Ingenious or simply outrageous? Arguably a bit of both, but which of us would knowingly have this kind of horror perpetrated on our own car? Most, if not all, of this can be put right, but the cost of the parts alone adds up, and the labour to have someone else to fit everything properly will be considerable. No problem with worm-drive clips on coolant hoses – far better than factory-fit spring clips, and certainly the later push-fit jobs which corrode and leak, but chafing of metal pipes against undertray is worrying. They were subsequently replaced. Crowning glory, though, has to be this 'repair' to the pipework for the power steering (bottom right) – but in truth even that wasn't leaking



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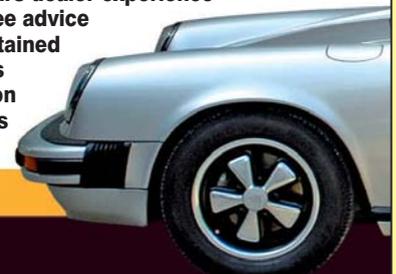


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# EVOLUTIONARY 911

In 2011, Porsche launched what was only the third all-new 911, model name 991. Bigger, but lighter and certainly more luxurious, the base 991 packed a 345bhp punch from 3.4-litres, while the S managed 395bhp from 3.8-litres. With the 992 nearly upon us, early 991s are now looking like very good value indeed

**F**unny how time slips away. It seems not long since the present, 991-model 911 was being introduced in time for a few lucky owners to get their cars in time for Christmas 2011, and even now there will be Porsche enthusiasts who can't instantly tell it apart from the preceding 997. But the 991 has completed the customary seven-year 911 life cycle and the expectation is that Porsche will unveil the next-generation, 992 at the Los Angeles motor show in November 2018, with customer deliveries beginning in 2019.

This means that soon the 991, or at least the regular Carrera models, will be obsolete. And obsolescence often means prices drop. Not by a lot, but maybe once enough 992s are flowing into the market the 991 will turn from an unaffordable dream into an achievable reality, given some help from our always willing financial institutions.

The last time we looked closely at 991 prices we reckoned you needed £50,000 to

£55,000 to secure an early car, and that anything below £50,000 came from an auction and with higher than average mileage. Now, though, £45,000 gives you a choice from independent dealers, if not from Porsche Centres. We also concluded that the 911 suffered almost no issues to catch buyers out, but two years on and higher mileages all round, what should you be looking for in a "bread and butter" 991, a Carrera or Carrera S?

## DESIGN, EVOLUTION

Evolutionary in the extreme the 991 may have been in appearance (don't fix what isn't broke has become Porsche's thinking in this respect), but the 911 that appeared at the 2011 Frankfurt motor show was said to be 90 per cent new. It sat on a 100mm increased wheelbase, shorter front and rear overhangs reducing the overall length increase to half that, while a greater use of aluminium in body panels saw it 45kg lighter than a comparable 997.

A new, seven-speed manual gearbox was fitted (the PDK automatic remained a seven-speed) and a wider front track was adopted and a new rear axle fitted. Controversially, the steering switched from hydraulic to electric assistance, while Porsche's active roll stabilisation system, Porsche Dynamic Chassis Control (PDCC), came to the 911 for the first time.

Two models went on sale, on 17th December 2011 in the UK, the Carrera and Carrera S. Increases over the outgoing 997s pushed prices over £70,000 and £80,000 respectively. The Carrera flat-six engine dropped from 3.6 to 3.4 litres but the evolved engine maintained the previous output, 345bhp and 287lb ft torque, and was 16 per cent more economical at 34.5mpg. It was also relatively road tax efficient in the UK, its CO2 output dropping below 200g/km, thus making it a little cheaper to tax than the Carrera S.

The 997 Carrera S 3.8-litre unit was carried over for the new equivalent, but boosted by 10bhp to 395bhp, and by 15lb ft

The 991 as presented to the public in 2011. The classic Guards Red example is the base 345bhp, 3.4-litre car, while the silver machine is a 3.8-litre, 395bhp S



“Does my rear end look big?” Well, yes, it does actually! Depending on your point of view, the 991’s new rear look was one of the less than successful aspects of its new design



to 325lb ft torque. This model, too, was more economical, giving an extra 5mpg over its predecessor on the official combined cycle. Performance was up slightly, 0–62mph times cut by a tenth and two tenths for the Carrera and Carrera S, at 4.6 and 4.3 seconds respectively (PDK).

The 991 looked very different to the 997 in the cabin. The cluster of instrument dials dominated by the rev counter remained classic water-cooled era 911, but an enormous transmission tunnel – now standard Porsche fare – divided driver and front passenger, leaving the PDK or manual gear selector almost at the same height as the steering wheel. The new console brought with it a new, high resolution,

seven-inch touch screen.

Standard equipment levels were decent, the Carrera coming with leather seats, climate control Bi-Xenon headlights, Porsche Communication Management with sat nav, and Porsche Stability Management. The Carrera S additionally sported 20- rather than 19-inch wheels, Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring (PTV).

It’s Porsche’s custom to launch the basic models and progressively add to the range, and in August of 2012 the Carrera 4 and 4S were announced. These four-wheel-drive models share the 2WD cars’ engine spec, but are recognisable by their 22mm widened rear bodywork. Other, more

specialist models arriving over the next two years were the Cabriolet, Targa, Turbo, GT3 and GTS.

Another Zuffenhausen custom is the mid-life major update, which occurred in September 2015 when, for the “gen 2” model, the Carrera and Carrera S engines were replaced with completely new, downsized and turbocharged units. While the “911 Turbo” remained the ultimate performing model, Porsche was for the first time using forced induction to improve efficiency, lowering fuel consumption and emissions.

The Carrera’s 3.0-litre bi-turbo, still flat-six, obviously, produced 365bhp at 6500rpm, its power peak 900rpm lower than the 3.4’s. Torque was 332lb ft at between 1700rpm and 5000rpm, offering significantly more usable torque than the 3.4’s 287lb ft that occurred at a peakier 5600rpm. The Carrera S motor was of the same capacity but featured modified turbo turbine compressors, an uprated exhaust and tweaked engine management, resulting in 414bhp and 369lb ft torque, again at 6500rpm and 1700–5000rpm. But while both engines operate lower in the rev band than before, they are still high revving units that will spin to 7500rpm, Porsche reminded us.

Performance was improved by a fractional, irrelevant amount, but this did allow the carmaker to boast that the S in PDK form was the first regular Carrera to crack the four-second 0–62mph, at 3.9sec. Top speeds went up, the Carrera 4mph to 183mph, the S 3mph to 191mph.

**TIMELINE**

**August 2011**  
991-series Carrera and Carrera S announced

**November 2011**  
Carrera Cabriolet models announced (on UK sale March 2012)

**December 2011**  
Carrera and Carrera S deliveries begin in the UK

**August 2012**  
Four-wheel drive Carrera 4 and Carrera 4S announced

**January 2014**  
911 Targa unveiled

**October 2015**  
Replaced by revised, gen 2 model with 3.0-litre turbocharged engines

**SPECIFICATIONS**

991-model 911 Carrera, Carrera S

	Carrera, S (2011–2015)	Carrera, S (2015–2018)
Engine (cyl/cc)	Flat 6/3436, 3800	Flat 6/2981 twin-turbo
Power (bhp/rpm)	346/7400, 395/7400	365/6500, 414/6500
Torque (lb ft/rpm)	287/5600, 325/5600	332, 369/1700–5000
0–62mph (manual/PDK, sec)	4.8/4.6, 4.5/4.3	4.4/4.2, 4.1/3.9
0–125mph (manual/PDK, sec)	16.2/15.7, 14.4/13.9	15.3/14.8, 13.7/13.2
Max mph (manual/PDK)	180/178, 189/188	184/183, 192/191
Average mpg (manual/PDK)	31.4/34.5, 29.7/32.5	34.0/38.2, 32.5/36.7
CO2 (g/km, manual/PDK)	212/194, 224/205	190/169, 199/174
Weight (kg, manual/PDK)	1380/1400, 1395/1415	1430/1450, 1440/1460
Wheel diameter	(in)19, 20	19, 20
Front tyres	235/40 ZR19, 245/35 ZR20	235/40 ZR19, 245/35 ZR20
Rear tyres	285/35 ZR19, 295/30 ZR20	295/35 ZR19, 305/30 ZR20

**Maintenance costs, 911 Carrera/S (guide price including VAT)**

20,000-mile service, £404  
40,000-mile service, £526  
60,000-mile service (Porsche Dynamic Chassis Control), £802 (£981)  
Gearbox oil change, Carrera/post-2015 turbo, £185/£247  
Replace front brake discs and pads, Carrera/S, £734/£849  
Four premium brand tyres (245/35 ZR20, 295/30 ZR20 Pirelli P Zero), £900  
Prices from JZM Porsche

## WHAT YOU'LL PAY

**£40,000–£45,000:** 2011/2012 high mileage Carrera, most likely at auction  
**£45,000–£50,000:** Early Carrera with average mileage from independent dealer  
**£50,000–£55,000:** Lowest price for Carrera S, 2014 Carrera  
**£55,000–£65,000:** Starting price for Carrera at Porsche Centres  
**£65,000–£70,000:** Minimum price for a 2015 gen 2 Carrera or Carrera S

Emissions fell to 169g/km and 174g/km in PDK form, bringing small but welcome road tax reductions.

A re-engineered Porsche Active Suspension (PASM) was fitted as standard to all 991s, which lowers the ride height 10mm, and revised dampers were claimed to further hone the handling and ride. The PDK gearbox had a "Sport Response Button" which temporarily set the drivetrain up for maximum performance, and the Sport Chrono Package could now be operated from a rotary control on the steering wheel. The Porsche Communication Management was updated.

## DRIVING THE 991

In terms of driver appeal, when the 991 first arrived it didn't really amount to much more than a refined version of the 997, and that gain was offset by a slight loss of trouser seat feel. The originally wayward 911 took one more step towards the manners of an executive car.

But the arrival of the gen 2 cars in 2015 brought one of the most significant changes to the 911 since water-cooling in the late 1990s. With its twin turbos the 911's engine inevitably majored on mid-range torque, of

which it has masses, rather than high end power. Another characteristic emerged, too: while previously the Carrera and Carrera S were two distinct animals due to their different engine capacities, now the three-litre cars feel quite similar.

## WHAT YOU'LL PAY

There seems a likelihood that values of the last Porsches with normally aspirated engines will end up higher than those of the current turbo models as buyers seek out the "old school" cars, and the canny purchaser will want to know if this is yet applying to the 991. We don't think so – yet, at least.

At independent used car dealers the lowest advertised prices for atmospheric cars are £45,000 to £50,000, for 2011/2012 Carreras, with the S model probably £5000 more, and we imagine that Brexit nerves among buyers will make these prices negotiable. Turbo cars, mostly from 2016 on, start at around £65,000.

If you're comfortable with auctions, check out what the big players have, because 991s do feature regularly. For example British Car Auctions recently listed a red 2013 PDK Carrera with a below average

## WHAT THE PRESS SAID

'Familiar movements that have defined the 911 for so long have largely disappeared. The wriggle and feedback are not there, because the weight bias has changed, likewise the rear end twist and occasional lurch. It is clear that the 991 has limits that are way beyond the 997.' **911 & Porsche World**, 991 First Drive, April 2012

'If you'd never driven a naturally aspirated 911, the arrival of a turbocharged Carrera wouldn't be a big deal. But when you come from cars that rev to 8000rpm and feel like they're getting better and better the farther round the dial they go before hitting their limiter, into one with lag to its throttle response and a more rounded edge to its delivery, then it's a slight anti-climax.'

**Autocar**, 911 Carrera S Road Test, 20th January 2016

22,400 miles. Its retail value, according to price analyst Glass, was nearly £55,000, but its trade price – what's likely to be paid at auction – could be as low as £45,000.

If you want to buy from an official Porsche Centre, and enjoy comprehensive warranty cover, the UK network typically offers around 80 cars, slightly under half of them the gen 2 blowers. Early 991 Carrera coupes start at £50,000–£55,000, with the S entry point £55,000–£60,000, while turbos are at least £65,000.

## WHAT TO LOOK FOR

When we last put used 991s under the microscope, in late 2016, at which time the cars were still under five years old, we concluded that there was not the usual

The 991 generation of 911 is just as evolutionary as its predecessors and impossible to mistake as being anything else



Interior more spacious and better equipped than 997. Below: Electric power steering was/is controversial. The 3.4-litre and 3.8-litre engines are the last of the normally aspirated flat-sixes to see service in the rear of a 911, GT models aside



clutch of problems we'd normally report in a Buyers' Guide. Low mileage and newness meant reliability was nearly 100 per cent.

Overall, Steve McHale, director at JZM Porsche in Hertfordshire told us he thought 991 build quality was about equal to 997 gen 2 cars, which is to say better than gen 1s. He did however note a couple of problems, but which were not widespread as far as he knew: faulty inlet variable valve lift solenoids, and failure of the fuel pump.

At that point the main 991 checks were administrative ones, for example has the service history been maintained, thus ensuring the Porsche factory warranty was still valid. Incidentally, the servicing need not have been carried out by an official Porsche Centre, independent servicing maintaining the warranty so long as the factory schedule is adhered to and genuine Porsche parts used.

Since then, Steve has gleaned more workshop experience of 991s, and now reports other faults. 'The water pump can leak, and a new pump is £2100 fitted,' he tells us. Another common occurrence is a build-up of carbon on the back of the inlet valves and injectors, especially on PDK cars, but Steve puts that down to the "non

Porsche" use that many new-ish cars are put to. 'The carbon build-up is due to the cars being driven in traffic most of the time and the PDK gearbox shifting up at 1500rpm,' he explains. 'Most cars are in seventh gear at 40mph – if driven at the same speed in manual mode the car would still be in third at that speed.'

He says that the transmission has shown no weaknesses, but reminds buyers that the clutch oil needs to be changed at 60,000 miles. With the turbo cars just three years old at the most, there's little to report.

The suspension is fault free so far, but Steve wonders this: 'There are no problems with the suspension. But gen 2 997s are still snapping road springs, so could this continue on 991s?' Broken springs can be difficult to spot, and are often only picked up at the annual MOT. Brakes could fall victim to lack of use: 'Cars used mainly at low speeds will have rusty discs,' says Steve.

Something has gone badly wrong if there is so much as a speck of rust on the bodywork. But Steve has noticed one seemingly inexcusable electrical foible. 'The rear spoiler wiring loom fails,' he reports. 'It bends around one of the pivot

hinges of the spoiler, so gets bent every time the spoiler operates.'

In summary, a 911 should be free of expensive problems. But according to Steve it may be better buy one that's been driven like it was stolen, rather than one that cruised to the health club and back!

## VERDICT

Their availability below £50,000 brings 991s within more budgets, even if we hesitate to call them affordable. But if you can stretch to this amount you'll be getting a Porsche that does pretty much everything superbly, whether you're driving it at ten tenths or visiting the supermarket. Check the service history and stick to average mileage (anything above 40,000 miles is above average for even the oldest 991, according to Glass), and you should secure a trouble-free car, be it a normally aspirated Carrera or S, or the "new fangled" turbo. **PW**

## SPOTTED FOR SALE

**Private sale**  
2012/12 911 Carrera S, PDK, silver, red leather, 35,000 miles, four owners, £55,000, Wetherby, West Yorkshire

**Porsche specialist**  
2012/62 Carrera S, PDK, grey, black leather, 34,200 miles, £57,900, four owners, Rushden, Northamptonshire  
[dovehousecars.com](http://dovehousecars.com)

**Porsche Centre**  
2012/62 911 Carrera, PDK, white, black leather, 47,543 miles, one owner, £52,500  
Porsche Centre Glasgow

## USEFUL CONTACTS

**JZM Porsche**  
A long established Hertfordshire-based specialist with a deep engineering knowledge of modern 911s and their performance tuning; our technical consultant for this Buyers' Guide.  
[jzmporsche.com](http://jzmporsche.com)

## BUYERS' CHECKLIST

Extensive low-rev town driving causes a carbon build-up on the engine inlet valves and injectors  
Worn brake discs will have a pronounced lip at their edge  
Rusty brake discs suggest a little used car – not good for a 991, an expert says  
Look for kerbing on the vulnerable road wheels  
The wiring on the rear spoiler can be affected by spoiler movement  
If still under the Porsche warranty, check when it ends in case work is needed  
Find out what a used car warranty from an independent dealer actually covers  
If buying privately, check there is no outstanding finance on the car



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P1118/008

911



### 1976 3.0 911 Carrera Targa

Silver, 1 of 3500 only 1750 in Targa form, 64,000 miles, 10 owners from 1976 to 2000, specialist's report from purchase date including engine rebuild 2001 (new bolts and clutch etc), majority of MOTs present and some history from 1986 etc, whale tail, off the road for a few years. In family since year 2000, MOT 12 months although not required as historic vehicle, part restored paint only (pictures available) conducted by Paul's Restoration, Barwell, Leicestershire, 3500 miles in 18 years, excellent condition for 42 year old vehicle, excellent tyres and brakes, SSIs exhaust system. On personalised plate 3 letters plus 911 not included in sale, real sensible offers for this iconic vehicle. Tel: Andy, 07976 763103. Email: cepukltd@aol.com.

Offers

P1118/002

### Arena Red 1997 993 C2S Turbo body

Full history, 21 stamps, 17 main dealer, owned 8 years, massive history, body near perfect, all problems sorted, engine, Tiptronic gearbox, running gear, all good, 137,000 miles from new, every MOT since 2000, gen Turbo S spoiler plus original one, I have spent £19,000, total receipts £38,000, like a 30,000 mile car, gen reason for sale. Tel: 07931 700432 (Cheshire).

£52,500

P1118/032

911



### 1995 Porsche 993 Carrera 4 Coupe

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### 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).

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## DEALER TALK:

# FINLAY-GORHAM

Veteran Porsche enthusiast and dealer of over 40 years, Suffolk-based Joff Ward loves classic Porsches, but nonetheless prefers to deal in three- to 15-year-old models as he says they are better value



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

I bought my first 911 in 1974, a 2.2 Targa S, for £1100. I bought and sold Lamborghinis, Ferraris, Maseratis and many, many Alfa Romeos and Lancias, but they used to return alarmingly quickly in "kit" form! This gave me the taste for Porsches – I never saw the 911s until they came back for sale again, and from then on I was hooked. I've subsequently handled about 10,000 of them. In 1977 you could buy a new 911S for around £17,000, and in 1978 sell it for £17,000 as a new one was up to £18,000! They were appreciating as you used them.

### What Porsches do you specialise in?

I specialise in, and have tended to stick with, 911s, but always three to 15 years old. I have always moved along with technology.

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

The cheapest is a manual 3.6-litre 996 Cabriolet at £14,995. It has 102,000 miles and 18-inch GT3 alloy wheels, and is an extremely tidy example which has been meticulously maintained. The most expensive is a 997 PDK Carrera with 59,000 miles, priced at £37,995.

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

Boxsters are an excellent first Porsche and droptop sports car, well built and with enough but not too much technology. The problem is they are Mazda MX-5 money to buy, but not to run.

The preparation costs are close to a £30,000 911, so it's hard to sell at £3000–£5000 with all prep done. We had many 924s when they were relatively new, an MGB with technology, I always called them.

### Where do you get your stock from?

I buy cars back from customers on a regular basis, a really good source of stock, and having been about for far too many years, I'm constantly offered cars. I don't like buying at auction because you can't check the car even vaguely near to the standard I need. I use my experience and knowledge to acquire decent, original condition Porsches.

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

I always check my cars thoroughly before buying, and then before selling, and use WMS warranties as they have a good understanding of Porsches and the level of cover I want to offer my customers, especially on the 997 gen 1 Carrera 3.8 S. Six to 12 months is the norm, but occasionally it's 24 months.

### What's "hot" at the moment?

I'm finding 997 gen 1 3.6s good cars to sell, as they are the strongest of the gen 1s; but they're harder to source, as fewer were sold. I can always sell a 997 gen 1 Carrera S – if we have rebuilt the engine. This makes a great car, still raw to drive, but with modern handling and technology.

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

Again, the 997 gen 1 cars, as

they are still not as costly to buy as air-cooled 911s, and a better styled car than the 996, with a more retro/modern look that is timeless. These Porsches, as do all high performance cars, need careful scrutiny prior to purchase, as generally, if they are cheap it's for a reason.

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

I had a 2005 997 911 Carrera 4S with the factory Aerokit, sports chassis, and rebuilt engine. It had a modified inlet and exhaust, and manual gearbox – an absolute joy to drive, quick, quiet and also awesome in the snow!

### What car do you drive every day?

It depends what 911s I have in stock.

### What are your plans for the future?

I would really like to continue with water-cooled cars and I really enjoy just doing a few of our own mods to individualise them. I run a car business in Australia and move cars back and forth, which gives my business a whole new dimension.

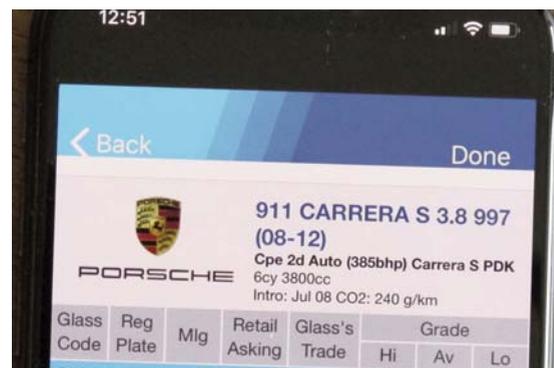
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## HELPING YOU BUY YOUR PORSCHE

### HIGH MILEAGE CAN BE GOOD VALUE

Most used car buyers prefer low mileage, but if you are prepared accept a "leggy" Porsche, there is money to be saved. But how much? According to used price expert Glass, a 2008 gen 2 997-model 911 Carrera S in PDK form with average mileage, which Glass puts as just 44,000 miles, has a "trade" value of around £31,300, the price you'll get if part-exchanging, and also the private sale price. The "retail" or forecourt price is £38,000.

But if that same car had done 100,000 miles, the trade and retail would be £21,118 and £28,000, savings of about £10,000. Apply the same formula to the same age of Cayman S, and the trade and retail drop by about £5000. Of course the risk of trouble increases with mileage, but if you chose the right Porsche you could be lucky.

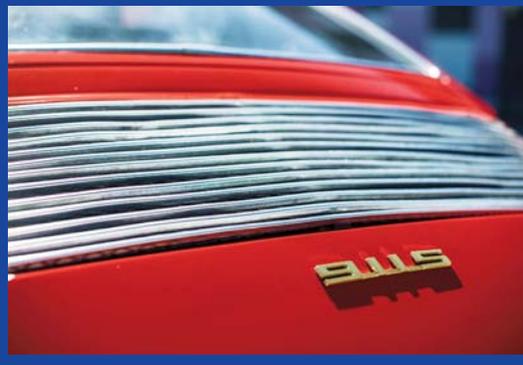


## HELPING YOU RUN YOUR PORSCHE

### HOW TO TREAT A CLASSIC

Obviously a classic Porsche should be treated gently, but Porsche specialist Design 911 in Essex (which as a left field move says the Macan has long term classic investment potential) offers a five-point preservation summary. First, keep the car in a garage, which not only protects against weather extremes, but branches and debris that fall.

Second, don't smoke in the car, as completely removing fumes is very difficult, even with strong cleaners. Third, keep mileage low, using it summer months only. Fourth, wax the bodywork several times a year, which not only protects the surface but preserves the colour. Lastly, give the interior a thorough clean once a month, as many buyers are put off by even small stains on the upholstery.



# CLASSIFIEDS

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911



**911 Carrera C2 Cabriolet**  
Absolutely stunning 911, very low mileage with well documented history to back it up, silver with blue hood and blue leather trim, comes with factory hard top, glass rear screen, cruise control, PCM, memory seat, sat nav, Bose upgraded sound system, full service carried out less than 3000 miles ago, valued at over £24,000 by the Porsche Owners' Club with printout, this is a truly outstanding example. Tel: 07947 417662. Email: p.simms@outlook.com (Blackpool).  
**£16,995** P1118/043

911



**911 3.0 SC 1982**  
This manual 5 speed 911 3.0 SC is finished in Light Blue metallic with blue leather interior, this iconic 911 3.0 SC comes with a specification that includes 16-ins Fuchs alloy wheels, electric sunroof and electric door mirrors. This beautiful vehicle boasts a fantastic, full service history. Tel: 01484 721559. Email: tony@klassiker911.com (West Yorkshire) Trade.  
**£45,990** P1118/007

928



**1992 Porsche 928 GT 5.0 Coupe**  
Rare manual, genuine 118K with full and comprehensive service history portfolio, metallic Cobalt Blue with contrasting full cream leather piped Sports interior, climate control, sunroof, cruise, absolutely stunning condition throughout, exceptionally rare and desirable modern classic at only £42,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade)  
**£42,995** P1118/007

## PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

300 RS	911 PYT
987 MD	911 FEG
REG 911E	911 MSD
S911 LER	CAR232A
996 POR	911 FJX
POR 997T	930 FF
POR 911K	XXX 911C
POR 911N	991 PD
POR 911Y	911 RWS
993 POR	918 MHH
993 RUF	S918 POR
X993 POR	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911K	CAB 911X
RSR 911T	VOP 911S
RSR 911X	RS15 ACE
B911 RSR	A911 DPG
RUF 911T	P911 SCH
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

All on retention certificates for immediate transfer

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



**911 Carrera 4S (996)**  
Tiptronic S, Seal Grey metallic, black leather, sat nav, FSH, 97K miles, engine was rebuilt inc replacement IMS bearing, low temp thermostat. MOT July '19, next service July '19, wheels and body unmarked, Cert of Authenticity, steering wheel re-trimmed with part perforated leather, climate (cold), PCM, sunroof, cruise, mem seats, 6x CD, parking sens, Xenons, silver int pack, stunning condition. Tel: 07725 818266. Email: swiftus.swiftus@gmail.com (Haywards Heath).  
**£22,400** P1118/042

### 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** P1118/010



**1989 911 Carrera Club Sport**  
1 of only 53 RHD, the only red one with white decals, while the rest were white with red decals, 97,000 miles, recent body and trim refurbishment, rare opportunity, serious enquires only. Tel: Simon, 07494 902953. Email: sbr1962@hotmail.com.  
P1118/041

### 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** P1118/034

### 911 Carrera Sport Convertible

In excellent unrestored condition, G50 gearbox, Marine Blue with Linen leather interior, full service history, all MOT certs, Porsche CoA, only 45,000 miles from new. Previously owned by a PCGB Regional Organiser, personal registration, I have owned the car for 11 years. Tel: Damien, 01245 223262 (Chelmsford).  
**£44,000** P1118/035

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).  
P1118/006

## BOXSTER

### Boxster 987 2.7

2006 reg, 43,000 miles, FSH, MOT April 2019, Arctic Silver, black roof, leather seats. Tel: 07922 471710. Email: wood.keithr@gmail.com (Stourbridge).  
**£10,995** P1118/001

## 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** P1118/024

## REGISTRATIONS



**Registration number 'A911 CAN'**  
Registration number 'A911 CAN' is available immediately and is currently on retention, great registration for any 911. Tel: 07944 440008. Email: daniel@popcorndesign.co.uk.  
**£8995** P1118/014

## REGISTRATIONS



**Number plate**  
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.  
**Offers** P1118/022

## LEZ 911

**'LEZ 911' registration for sale**  
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.  
**£3500** P1118/009

## GT03 DKT

**'GT03 DKT'**  
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.  
**£350** P1118/030



**'BOX 533R' number plate for sale**  
Ideal Porsche Boxster registration number for sale, plate is currently on retention. Tel: 07736 773776. Email: nicholahutson@btinternet.com.  
**Offers above £2500** P1118/011

AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

It was mid-August, so it had to be the Pebble Beach Concours d'Elegance in Monterey, California, and the accompanying international classic car auctions. What prices did the top Porsches there achieve, *David Sutherland* asks



RM Sotheby's 1957 550A Spyder made a staggering £3.84m

The high point in the international classic auction circuit occurs in mid-August, when the chequebook-toting circus descends on the lush lawns of the Monterey peninsula in California for the sales tagged on to the Pebble Beach Concours d'Elegance. And in 2018 it did not disappoint auction watchers, with a passion for Porsches: RM Sotheby's, Gooding & Company and Bonhams between them sold over 70 of the Zuffenhausen machines, including a number of truly extraordinary lots.

Gooding in particular pulled out all the stops to present a stunning catalogue, and could claim the most sensational Porsche, even if it wasn't the most expensive one. This was a car that even few Porsche aficionados would have heard about, let alone seen; it didn't even look like a Porsche, despite it being a 911. It's the 911 Spyder, a one-off coachwork conversion by Bertone, shown at the 1966 Geneva

motor show, and owned by a series of collectors since then. It sold for \$1.43m (about £1.1m, including buyer's premium), and that was some £254,300 above its pre-sale upper estimate.

Gooding also secured one of the six Porsche RS Spyder prototype race cars built for the 2007 season, and a model that brought many Porsche factory and private team wins. Chassis 9R6.706 never raced, but that didn't stop one bidder offering \$4.51m for it (£3.31m). But the most expensive Porsche in Monterey was the 1957 550A Spyder hammered down by RM Sotheby's for \$4.9m (£3.84m), which had raced in period.

There could hardly have been a greater contrast between these other worldly exotics (Gooding also sold a Spyder, a 1955 550, for \$4.46m or £2.34m) and the cheapest Porsche of the weekend: a 15,000-mile 944S sold by RM for \$22,400 (£17,250), which was £5850 short of its lower pre-sale estimate.

At its Quail Lodge golf course sale, Bonhams'

£53,200 (£41,291) for a 1983 911SC Cabriolet probably still counts as Porsche reality, and maybe so does the \$61,600 (£47,400) paid for the 1974 914 2.0 at RM Sotheby's – although that's some price for a car you'd give £5000 tops for only a few years ago.

Sometimes you just get lucky at auctions, and at Bonhams it was the turn of the seller of the 1991 964-model Carrera 4 coupe. Entered with a \$50,000-£70,000 (£38,500-£53,800) estimate, the 4800-mile car was bid up to £156,800 (£120,373). Or was someone playing mind games with an estimate that low? And if you thought 928s were cheap, think again, as RM extracted \$140,000 (£107,500) from a bidder for a late example, a 1995 928GTS. It had only done 4231 miles, mind.

Otherwise, it was megabusiness as usual. Bonhams sold a 993 911 GT2 from 1996 for \$1,105,000 (£857,700, the same model from Gooding making £473,400), and this auction house, often a bit part player in term of Porsche at Pebble

Beach, had 24 Porsches for sale, the majority 911s. One notable Bonham entry – if it could still be called a 911 – was a 2009 Ruf CTR3, German tuner Ruf's 690bhp reworking of the 997 with a claimed 234mph maximum, which made \$650,000 (£504,500). But the price probably disappointed the seller, who'd hoped for at least £610,00.

There was almost a Pfaffenhausen theme at Monterey, with RM offering three Ruf's, all more recognisably 911s. A 1989 CTR "Yellow Bird" sold for \$1,022,500 (£785,900), which was in the middle of the estimate band, a 1998 Ruf Turbo R made \$912,000 (£701,300, just above the lower estimate), and a 1990 CTR Carrera 4 found a home at \$368,000 (£283,000), a little above estimate.

Gooding's sale suggested that after more than a decade the Porsche Carrera GT is coming good as a worthwhile investment. Time was when shifting these for more than £300,000 was hard work, but a 2004 example with under 4500 miles made \$726,000 (£558,300), a useful £135,400 over estimate. The same auction house showed that the Carrera GT's effective successor, the 918 Spyder, has taken far less time to begin appreciating, a 2015 delivery mileage car equipped with the weight-saving Weissach package selling for \$1.65m (£1.27). This was £38,500 over estimate – but approximately double the hybrid supercar's list price when discontinued three years ago.

Another Bonhams lot to make mincemeat of its

estimate was a 1989 911 Turbo SE Cabriolet, a 3500-mile car from a collection. Expected to make \$200,000-£250,000 (£153,800-£192,200), it sold for \$456,000 (£350,100), a spectacular result given that these "Flatnose" cars are an acquired taste and have sometimes gone unwanted at top auctions.

Early 911s continued to make big prices. RM sold a 1966 911 for \$246,400 (£189,300), and Gooding's 1965 example, that had been privately raced, fetched \$385,000 (£295,800). But unsurprisingly it was the Carrera 2.7RS – still probably Porsche's most iconic road car ever – that made the really big bucks, RM selling a 1973 Carrera 2.7RSH for \$1.38m (£1.06m). This was a huge amount even by RS standards, explained by the "H" in the title, which revealed the "matching numbers" cars as one of the 17 homologation cars built. A "regular" 1973 RS went under Gooding's hammer at \$638,000 (£490,100), but that was below estimate.

Previously in Market Watch we've reported some sales where lots of Porsches have gone unsold or sold for well below estimate. Pebble Beach 2018 seemed more upbeat, and across the RM, Bonhams and Gooding catalogues just four Porsches were unsold. Sixty per cent of them sold within their estimate range. Do the Pebble Beach results tell us that the recent flat spot in the classic market is over? One auction isn't a trend, but Pebble Beach will certainly have made a few sellers' summers. **PW**



RM 1973 911 2.7RSH, £1.06m



Gooding 911 Spyder, £1.1m



Bonhams GT2, £857,700



Bonhams Ruf CTR3, £504,500



Bonhams 911 Turbo SE "Flatnose", £350,100

# CLASSIFIEDS

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## REGISTRATIONS

### BOSTOCK NUMBERS

**A BOSTOK A BOSTOC**

**D BOSTOK D BOSTOC**

**J BOSTOK J BOSTOC**

**M BOSTOK M BOSTOC**

**R BOSTOK R BOSTOC**

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#### 'JAZ 4911' private number plate

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com. £1000 P1118/049

## NLG 991T

#### Registration 'NLG 991T' for sale

An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees. Tel: 07764 229155. Email: peter.bull@horizonaerospace.com. £850 P1118/017



#### Porsche 911 Arsenal plate

Great plate for any Porsche 911, lovely plate for any Arsenal fan, the ultimate plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now (phone call only, do not text as they will not be received). Tel: 07040 902029. Email: ticktock88@gmail.com. £3500 P1118/053

## REGISTRATIONS

## POR 82T

'POR 82T' cherished plate for sale Drive a 1982 Porsche? The best plate for an '82 Turbo or Targa! On retention certificate ready for placement, DVLA fee included. Tel: 07739 642684. Email: richard@db9.org.uk. £6995 or offers P1118/046



#### SWANN or SWAN

Super number plate for anyone named SWANN or SWAN. It isn't often that you can get a perfect name plate, so grab this whilst you can, on a long running retention certificate. Put it on your car now or save it for later, at just £1699 it is a real bargain, excellent investment for the future, pass it on to your children. Tel: 07858 580557. Email: saltydog1@gmail.com. £1699 P1118/048

## JAZ 911

#### 'JAZ 911'

Number plate for sale, 'JAZ 911'. Tel: 07983 898621. Email: jaspal469@btinternet.com. £11,795 P1118/052



#### Cherished plate 'R911 TUR'

Plate is currently on a car but can be reassigned, very easily looks awesome on the car. Tel: 07790 469507. Email: a5h911@aol.com. £7500 P1118/018



#### 'P911 PAV' registration

The last missing piece of your marvellous Porsche 911, a privately owned P911 registration on retention with all fees paid until 2027, suitable for all cars from year 1996+, please note that the car is NOT included. Personal pickup of retention certificate with cash payment or next-day delivery with prepaid bank transfer available, price negotiable. Tel: +44 7872 334017. Email: hball62@hotmail.co.uk. £9110 P1118/031

## REGISTRATIONS

## P718 BOX

'P718 BOX' Porsche 718 Boxster plate The best on the market for the Porsche 718 Boxster. Tel: 07487 834795. Email: p718box@gmail.com. £3995 ono P1118/045

## JJI 9115

#### Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. £2000 P1118/050

## BX04TER

#### Registration for sale

'BX04TER' registration for sale, suit any Porsche Boxster, plate is on retention. Tel: 07483 267015. Email: markfreem1@btinternet.com. £1200 P1118/047

## PARTS



#### Boxster Cayman 981 18" alloys

Genuine Porsche Boxster 981 and Cayman 18" alloy wheels with winter mud and snow tyres, complete alloy wheel and tyre set purchased brand new from Porsche in November 2014, cost £1840 new (copy of Porsche receipt will be included). Each wheel carries the genuine Porsche part markings, all 4 tyres are N-rated Porsche approved tyres and all have good useable tread from approx 4.5mm to 7mm. Tel: 07521 981585. Email: iqsalight@gmail.com (Essex). £695 P1118/044

## PARTS



#### Rare 'new' boxed Becker Cascade Pro 7941 with last mapping, ideal for vintage Porsche!

Bought 2 'new' boxed Becker Cascade Pro 7941 from a German dealer recently at £1K each, used one in my classic car and was going to keep the other as 'investment' but no longer have the car (or a 1 DIN slot to put it in!). Really good bit of kit, out of production now, comes with the last version of mapping Navteq made. It's FM radio, Bluetooth phone, aux in, complete with new antenna/mic mapping in original packing and unlock card. Also extra Navteq maps for west Europe and UK, needs to find a good home, looks very at home in a vintage Porsche or classic car, looking for £599 for quick sale, currently listed on ebay as well: 142929659661. Tel: 07947 319393 (Middlesex). £599 P1118/016



#### Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk. £995 P1118/023

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

911 parts, bonnet, boot lid, bumpers, various instruments/sundries; 2.4T R7 engine and gearbox, instruments, ancillaries. Tel: 07879 466740. Email: keith@seatown.co.uk. P1118/015

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# TRIED & TESTED

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PORSCHE 997 GEN 2 2008 '08-PLATE' MANUAL 56,912 MILES £35,800



**I**n September 2004, Steve Sutcliffe, erstwhile TVR racer and long time *Autocar* writer, got his eager hands on the first 997 Carrera. His anticipation was palpable: "My mind fizzles: will it look good in the metal? Will it sound and steer like a 911? Of course it will stop like a 911, but will it feel like a 911, will it intimidate like a 911?"

The 997 met all those benchmarks and even exceeded them as far as Sutcliffe and other *Autocar* testers were concerned (*seem to remember we quite liked it as well. Ed*) and this has much to do with the quietly developing classic status today of later 997 models. The car sampled here is a case in point: a base Carrera from the second generation, it has the classy leather interior and the very comfortable sports seats, Bose stereo and the decisive feature from the enthusiast's point of view, a manual gearbox. This is a rare car and examples tend to sell quickly. 'S' sales have always outnumbered base Carrera sales between two and three to one because that is the new Porsche market, but marque aficionados also know the old adage 'less is more' and the reality is a barely discernable dynamic deficit of 40bhp and 30Nm. A retail price new £8000 below the S is reflected in the used market where gen 2 Carreras today can be found well below £40,000, in this case for a little over £35,000.

This Atlas Grey metallic 997 was first registered by Porsche Centre Edinburgh in spring 2008 and has

had three owners. Servicing at two year intervals has been carried out by Reading, Guildford and latterly Brooklands PCs and the last proprietor hailed from the Croydon area. There are no supporting invoices except one dated March 2018 from vendor Ashgood which replaced a coolant sensor and the clutch switch. The latter was carried out because the clutch pedal began to require several depressions before the starter motor would turn, a not unknown problem, says Ashgood, and quickly rectified. Engine compartment is a little dusty, but dry.

The bodywork is unmarked, any minor repainting invisible, shut lines consistent and the underside is clean and dry. 19 inch wheels are scuff-free and the tyres evenly half-worn Bridgestone Potenza all round. The brake discs appear new. Usefully we were able to examine the car as it was received, ie before the valeters had worked their presentational magic: inside, the leather of the cabin has worn well with only the slightest fraying of the driver's seat bolster. The rear compartment as so often seems completely unused, and the carpets everywhere all have good pile. The a/c is very efficient. Without necessarily cherishing their 911, its three owners seem consistently to have looked after this 997 although, in the absence of a sheaf of bills, this is partly surmise.

Another of Sutcliffe's observations was how easy the 997 was to drive and this is very much the impression today. The narrow (by 991 standards) cabin allows excellent visibility and the driver almost

## CHECKLIST

### BACKGROUND

A comprehensive re-panelling of the 996 chassis, especially its frontal treatment, the 997 model also reverted to making the 'S' a more powerful version rather than just a fancier specification. The 2008 second generation 997 had the usual facelift adjustments to front and rear, but under the hood were two entirely new direct fuel injection engines: the base gen 2 Carrera had a 3614cc 345 bhp flat six and the 3800cc S delivered 385bhp. Significantly lighter and stiffer than the M97 engines which they replaced, the new 'closed deck' 9A1 units had electronic rather than crankshaft-driven oil pumps and above all dispensed with the troublesome intermediate shaft. Porsche used the occasion to launch PDK transmission: at a stroke this £2500 option would become the preferred gearbox of most 911 buyers, rendering the manual the rarer option.

### WHERE IS IT?

Ashgood Classic & Sports Cars, just off M25 J14 at Heathrow, specialises in post 2008 911s, Boxsters and Caymans.  
[ashgood.co.uk](http://ashgood.co.uk) 01753 680558

### FOR

Gen 2 997, five PC service stamps, manual gearbox, leather interior

### AGAINST

No detailed invoice file, gearshift slightly loose

### VERDICT

Good example of the last analogue six-speed 911s

### VALUE AT A GLANCE

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

always knows where the corners are. Underway the experience is immediately gratifying: this 997 accelerates, corners and brakes beautifully. The clutch bites at mid-travel and only a slightly loose gearshift reminds you this is a ten year old car.

The 345 horses are keen to go to the red line and will hurl you up the road with thrilling gusto – yes, it certainly could be intimidating if you let it, and that is the point: this is the last of the truly analogue 911s, understeerable and oversteerable if you are able and the total embodiment of that 911 feel. For a lot less than an air cooled classic, this far more usable 911 might just prove more fun. **PW**



# CLASSIFIEDS

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## PARTS



**Complete gearbox for 1964 Porsche 911**  
All complete, in good condition, no broken parts. Tel: 07537 129889. Email: dd6557680@gmail.com.  
**£15,000** P1118/013



**Space saver tyre**  
Older but unused tyre, no wheel. Tel: 07563 556276. Email: ss9design@sky.com.  
**£80** P1118/019

**Cayenne spare wheel**  
Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).  
**£65** P1118/004

**Pagid brake pads**  
Pagid brake pads, official Porsche parts only slightly worn, were on a Porsche 996 GT3RS, 2 no Pagid U2405P40, 2 no Pagid U2707. Tel: 020 8941 8582. Email: martin\_illingworth@btinternet.com (Middlesex).  
**£250** P1118/027

**993 RS Speedline wheel parts**  
Original Porsche Speedline wheel centre, clamp ring, inner rim 8.5-in, please note rim has small crack requiring minor repair. Tel: 07831 184350. Email: petetogs@aol.com (Berkshire).  
**£1500** P1118/028

**Porsche Turbo 2 wheels and tyres**  
Genuine OEM Porsche Turbo 2 wheels and tyres for sale x4, front 235/35ZR19 (8Jx19H2 ET57), rear 265/35ZR19 (9.5Jx19H2 ET46), Michelin Pilot Sport tyres, virtually brand new wheels and tyres purchased from Porsche UK at cost of over £3000, only done 500 miles, genuine reason for sale. Tel: 07916 173570. Email: markwotherspoon12@gmail.com (Warwickshire).  
**£1500** P1118/029

## PARTS

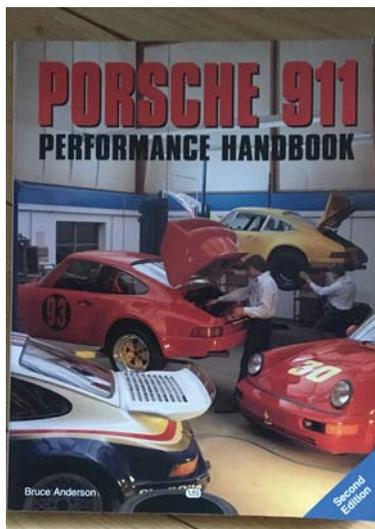


**Door dent protection, pair**  
Pair of rubber door dent protector mouldings, easy fit as held by 2 magnets, pop on and off as you need them! Roll up for glove box or door pockets, complete with carry bag, PayPal £29.99 for UK posted. Tel: 07799 064911. Email: calder911@yahoo.co.uk (Merseyside).  
**£29.99** P1118/054

**Various parts**  
Set 17-in 993 Carrera Cup alloys fitted with Continental Sport Contact 2s; also various 911SC parts: headlight washer bottle, outer sill covers and rubber strips, various plumbing tubes and pipes, rear wiper, window motor, headlight rims and glass, and much more, no sensible offer refused. Tel: Graham, 01258 455029 (north Dorset).  
P1118/020

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

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

PORSCHE 944T 2.5 1986 'C' 114,700 MILES £19,995



**F**irst registered in April 1986, this mahogany brown example was registered by Falcon Works, a trading name of importer AFN and the first two services bear the AFN stamp. The handbook then shows 25 service stamps to April 2017, all but two, Auto 2000 of Bedford. The MOT certificates are all present in a neat bundle and their mileage progression affirms the present odometer reading of 114,700. Of the five owners, the first lived in Wimbledon, subsequent proprietors hailed from Herts or Beds until the most recent, Cambridge-based owner who acquired the Porsche in 2007. Vendor, Roly Baldwin, says the 944 was a part-exchange at a main dealer and attributes the car's fine condition to the endeavours of its last keeper who regularly drove it around 3000 miles p/a.

Certainly the appearance is striking. A very '80s colour scheme, the dark mahogany exterior and subtle grey of the cabin cohere surprisingly well, the interior pleasantly light unlike the gloom of all-black cabins. At some point the external paint must have been renewed, but there are no signs of overspray and any matching has been well done. The unmarked coachwork is complemented by polished Fuchs wheels and the Toyo tyres, half worn on the front and three quarters of the tread remaining at rear, suggest a car in regular use rather than one that has been specially prepped for sale. The same

goes for the interior which looks inhabited, but reveals signs of constant care: the carpets and upholstery look clean rather than freshly scrubbed and the contact surfaces have worn well: the pile of the driver's seat has none of the crushed look of tired cloth. The headlining is good. All the electrical equipment, sunroof, door mirrors and lesser controls work, even the period-piece LCD clock. The needles of the analogue instruments move in controlled sweeps with none of the bounce or flutteriness of old instruments.

Beneath the carpets, the underlay appears undisturbed, and the boot cubbies are dry with no hint of water ingress. The engine is clean and dry, if not polished to concours standards. The 944T idles smoothly and underway, apart from a zizz from the aftermarket stereo unit, neither cabin nor chassis produces any unseemly rattles. The 2.5 is best described as rorty but keen: it picks up strongly from 2200rpm and pulls hard to beyond 5000rpm; with well spaced gear ratios, its 220bhp provides entertaining and very useable performance in today's traffic. The steering is taut, the damping firm, brakes authoritative and with its evident zest this 944T feels ready for another 100,000 miles. The price may sound high for a 944, even if it is a Turbo, but cars which have enjoyed such sustained care are rare and these days restored MGBs are chasing similar money. **PW**



## CHECKLIST

### BACKGROUND

The 944T was shown to the press in early 1985, its release delayed by a metal workers' strike. Porsche issued the first 150 cars to employees and dealers for assessment before retail distribution began. Concerned to ensure the reliability of the turbocharger, a new KKK version was developed for mounting on the inlet manifold side, away from the hot exhaust side whose residual heat could cook the turbo bearings all too easily. This lower temperature regime was augmented by an electric motor which operated when the engine was switched off to cool the turbo bearing specifically. Reinforcements to the 944's chassis and a heavier duty clutch were partly responsible for increasing kerb weight to 1350kg, but despite being 120kg heavier, the 944T ran the 230bhp 911 3.2 very close in the performance stakes, a development much commented upon by a motoring press marvelling at how little Porsche could make two equally dynamic yet radically different sport cars. Although the naturally aspirated 944 grew in capacity to 2.7, then 3 litres, the Turbo retained the original 2.5, the rare S version which appeared in 1988, the 944's final year, developing 250bhp. 944Ts featured in the brand new Porsche Cup series in 1986 and provided four seasons of superbly close racing before the series became the Carrera Cup using the 964.

### WHERE IS IT?

Eporsch, founded in 2003, usually has an eclectic selection of used Porsches, which at the time of our visit comprised 4 cyl transaxle models, 911s from either side of the air/water cooling divide and assorted 987s. Currently selling three-four cars a month, proprietor Roly Baldwin says such is demand for his nearby servicing operation that his four technicians are starting to run out of space. A recent venture sourcing common parts made to O/E standards such as panel filters and suspension arms and marketed under the Spyder Performance label shows promise. [eporsch.co.uk](http://eporsch.co.uk)

### FOR

Outstanding original condition, fastidious long term owner.

### AGAINST

Mahogany brown with grey interior perhaps not to all tastes; Some 968s cheaper.

### VERDICT

Imparts strong impression of how impressive these turbo 944s must have felt when new

### VALUE AT A GLANCE

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



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# THE WAY WE WERE

## TIME MACHINE

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

### NOVEMBER 2010 (ISSUE 200)

**W**ho doesn't like an anniversary? Back in 2010 we were celebrating the 200th issue of *911 & Porsche World*. Can't remember whose bright idea it was (might even have been mine), but the notion of a 200mph drive landed on the planning table, with my name on it. Well, leading from the front and all that!

Of course talking about it is one thing, but actually doing it is another. First we needed a car and secondly we needed a location. The only 200mph Porsche in production back then was the GT2 RS and Porsche weren't keen to lend us one. Can't blame them, really. Enter, then, Swiss tuning outfit Sportec, with its 850bhp 997 Turbo based SPR1. And rather handily they had a stretch of de-restricted Autobahn close by on the German/Swiss border.

And so it was that we assembled at 6am, on a Sunday morning in September, to have a crack at 200mph+. The Sportec guys said it would go much faster than that, and they were right! We strapped some proper Racelogic VBox timing gear on to it and set off. It's not quite the barmiest thing I've done in a car, but it was certainly memorable, mainly for just how effortlessly the projectile hit a speedo registered 212mph at 8500rpm in sixth. Job done. After the run we checked the VBox and discovered that the true speed was actually 218.6mph. Legally, on a public road. You've got to love Germany.

Elsewhere in the mag, we used the 200th issue as a platform to gather, nominate and vote our Ultimate Top 10 Porsches. Yours truly brought a 997 Turbo but the party, while other contenders ranged from a



Porsche 356, 964 RS, 997 GT3 and a 2.7 RS. And once the dust had settled and the votes were totted up, the 997 Turbo won the day. Who said "fix"?

Two hundred is a big number in publishing, but even bigger than that is 300! Why state the obvious? Because we are just four issue away from that milestone. 300mph? No way!

### NOVEMBER 2007 (ISSUE 164)

**N**o mistaking the yellow peril on the cover of the November 2007 issue, helped by a screaming GT2 coverline. Porsche had very generously flown your *911 & PW* operative to Stuttgart (along with Chris Harris, no less) to try the new 997 GT2 and very exciting it was, too, although sadly bad weather did rather hamper things.

If the GT2 got us going, then a drive in a 911 SC RS got us even more worked up. Such opportunities are rare, to say the least. But, perhaps more significantly, the opportunity came via Belgian Porscheophile, Johan Dirickx, who has since become a firm friend of *911 & PW* and very generous with his time and amazing collection of Porsches for features. Thanks, Johan.

In his *Carte Blanche* column, Keith Seume debated the internet, of all things. Or more specifically the time spent on various, er, specialist forums (of the Porsche variety, obviously). Would they ever take over from printed magazines? No, he opined, not for many years. Eleven years on, and old school print media is still hanging in there, and so's Keith for that matter!



### NOVEMBER 1999 (ISSUE 68)

**S**otted a theme yet? All three issues featured in this 'Time Machine' instalment feature a turbocharged 911 on the cover, such is the fascination and interest in Porsche's turbo dabbings. And in this November 1999 issue, we were celebrating 25-years of the 911 Turbo (where would one-make mags be without an anniversary to cash in on?), with an in depth look at the forthcoming 996 Turbo and a nine page 911 Turbo buyers' guide.

Rather presciently, given his musings in Nov 2007 (below), Keith Seume dropped in on US based Pelican Parts for a glimpse of the future, which was Pelican Parts' new-fangled online Porsche parts business and tech forums. There can't be many of us that haven't either bought something online from Pelican Parts, or delved into the forums.

Back in 1999 the fact that Porsche was going to build an SUV of some sort was further backed up by the news that a new VW/Porsche plant was being built in Leipzig. What we didn't then know, was that it would be called the Cayenne and that for a time it would be Porsche's best-selling model.

Fancy a bit of light tyre kicking in the classifieds? How about a 1970 911E at £7950, or a counours Carrera 3.2 at £18k?



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