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UP FRONT

The modern 911 is 21 years old, making the youngster a grown-up. Best of the lot, though, is the teenage 997

A chance to play this month, as I joined regular *911&PW* scribe, Dan Trent, at the Surrey based Longcross test track to tell the story of the modern Porsche 911, with the help of three generations of water-cooled Carrera 2s. Those generations, of course, being the 996, 997 and 991. The idea was to bring things up to date prior to the arrival of the soon to be launched 992. It proved to be a fascinating exercise.

We chose base C2s because they are always the purest of any 911 iteration, with the minimum of clutter to cloud the driving experience. The 996 was a super early example – one of the first off the production line in late 1997. It was certainly one of the first to be registered in the UK which, for an early 996 owner like myself, made it an intriguing

“ This, we all felt, was/is the sweetspot of the modern 911 era ”

prospect. With nothing but switchable traction control for interference and a cable connecting the throttle to the plenum, it was the very definition of the analogue experience.

The 997 C2, meanwhile, mixed electronic trickery in the form of PASM dampers, but very little else, and its torquier 3.6-litre engine gave it distinct tale wagging swagger. Despite sharing largely the same underpinnings as the 996, it felt decidedly more modern and the gearchange was a delight. This, we all felt, was/is the sweetspot of the modern 911 era. Values of late 997s would seem to bear this out.

The 991 thrilled, but only when its peaky 350bhp, 3.4-litre engine was really working. Still, it is the last of the aspirated flat-sixes, which will count for something. The 992? Only when the gen 2 hybrid arrives will we really know the future of the 911.

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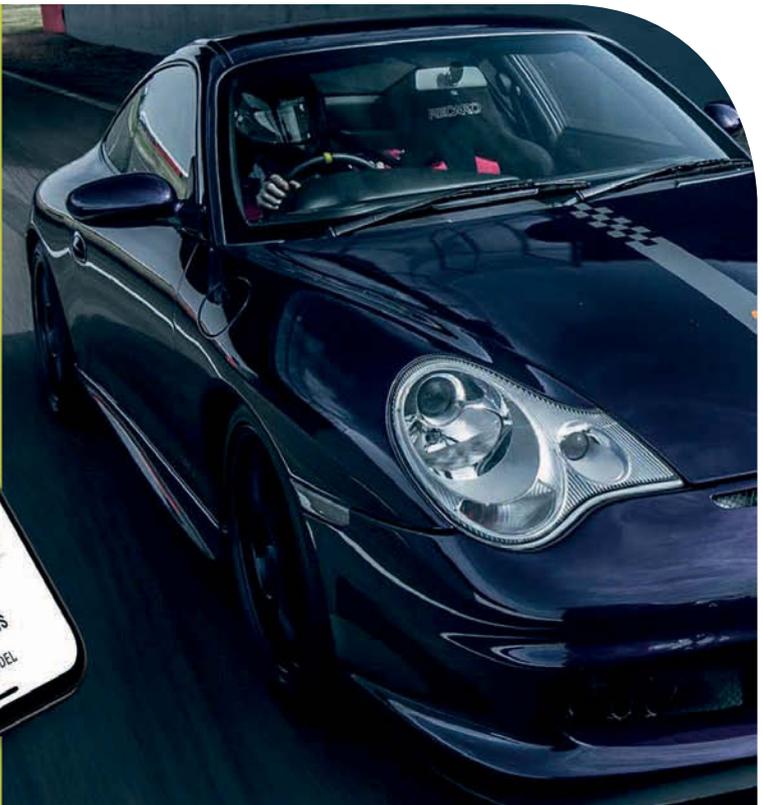
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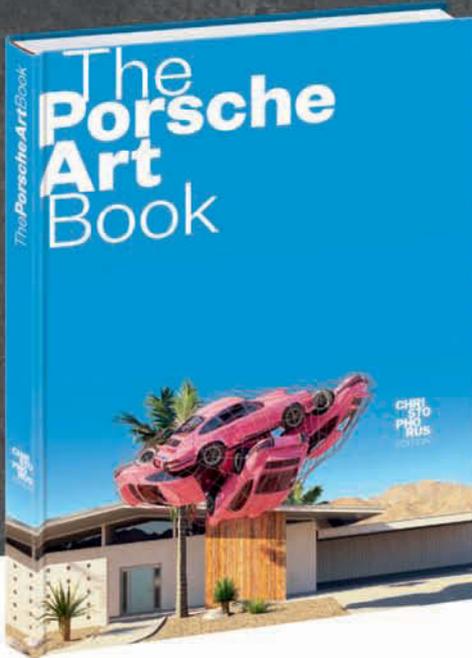
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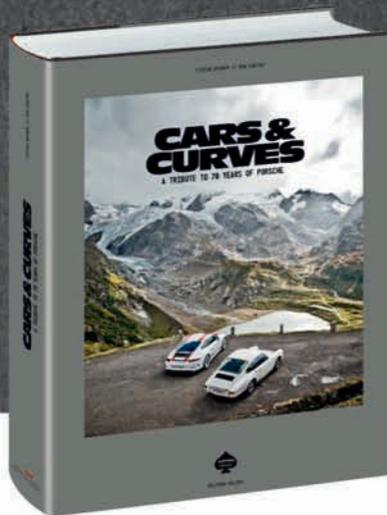
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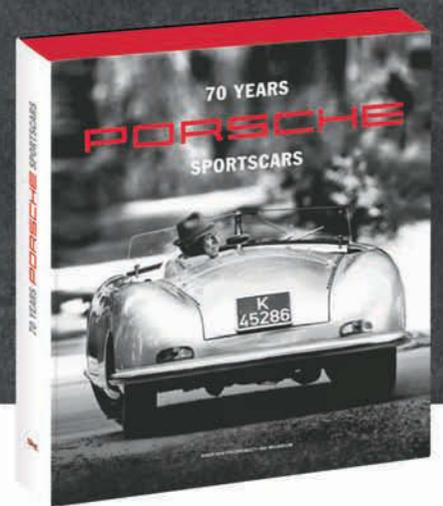
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

An all electric Porsche range in 10-years time? You read it here first. PLUS: Porsche restore 20 cars to celebrate 20-years. Sales figures keep climbing. New Panamera GTS. Singer builds 100th car



PORSCHE'S RADICAL PLAN FOR AN ALL-ELECTRIC FUTURE

No more combustion sports cars in just 10 years?

You might want to grab a seat for this. Sitting comfortably? Then we'll begin. Just 10 years from now it's possible Porsche will have sold its last combustion sports car. At which point you'll only be able to buy pure-electric models from Porsche. Yes, including the 911. That's by no means a certainty. It's just one of several scenarios Porsche is preparing for. But it might just be Porsche's favoured plan.

What we know for sure is that Porsche keeps on accelerating its plans to electrify

its full range of cars. Back in February, we reported on Porsche's decision to double its investment in electromobility to six billion euros by 2022. Now the full impact of that move is beginning to emerge. Broadly, Porsche intends that more than 85 per cent of its sales will be battery-electric vehicles (BEV) by 2028.

That Porsche is launching its first BEV model next year, in the form of the Taycan four-door coupe, is also public knowledge. Porsche has further indicated it'll release a jacked up Cross Turismo variant of the Taycan shortly after. More recently in

October, Porsche's finance director Lutz Meschke confirmed the launch of a battery-powered SUV model by 2022 at the latest. But the real kicker was his comment regarding Porsche's entry-level sports cars. "The Boxster and Cayman could be suitable for electrification," he said.

This is where the real intrigue begins. Seasoned Porsche aficionados will have noticed the absence of so-called spy shots in circulation of any next-generation Boxster and Cayman development cars. The 911 is about to be replaced by the new Type-992 iteration and Porsche's



The future is bright, the future is electric. Depending on your point of view that is either a good thing, or ripping the heart and soul out of a Porsche. Whatever, the future isn't going to go away and all electro Porsches are on the way and the Cayman/Boxster, could well be the first all-electric Porsche sports cars, as early as 2023/2024

established protocol is to release the closely-related Cayster models around nine months later. By this stage in the product cycle, in other words, the web would normally be full of next-gen Boxsters and Caymans running around the Nürburgring, across deserts and up mountains, covered in tape and bits of plastic. But there's been nothing.

That, so the story goes, is because the 718 Boxster and Cayman aren't being replaced in the normal fashion. Instead, they'll soldier on with just minor updates until 2023 or 2024, when an all-new replacement arrives. And that replacement will be battery powered and pure electric. Call it the Cayman E if you like, the rumours suggest it could offer upward of 500hp. A battery-electric model also creates the possibility of the first all-wheel-drive Cayman.

More complicated is the 911's forward roadmap. The upcoming 992 is what you

might call a conventional refresh model. It's based on the existing 991 and 981 platform, just as the 997 was based on the platform shared by the 996 and 986. So, it's not an all new model. But it has been heavily enough revised to include support for a hybrid model. Porsche has indicated that won't arrive with the first iteration of the 992, but will be part of the refresh 992.2 model line, which should arrive around 2023.

What happens next is where things get really interesting. Porsche is thought to be working on parallel destinies for the 911 and at this stage is planning for both another combustion-engined 911 model after the 992 and also a BEV variant. Exactly what happens will hinge, most likely, on the development of better batteries. Porsche doesn't think today's batteries are suitable for the packaging of a 2+2 911, but are acceptable for a mid-engine car like the Boxster and Cayman line. However, if solid

state batteries deliver on their theoretical promise, they may offer sufficient power density to make a BEV 911 viable. If that happens soon enough, there may be no need to develop a combustion 911 to follow the 992. And that's the aforementioned scenario where Porsche has ceased to make combustion sports cars in 10 years.

Some sources suggest Porsche may hedge its bets and offer several models in both combustion and BEV formats during this transitional phase. That includes everything from future iterations of the Macan, Cayenne and Panamera to the iconic 911. But the overarching moral of the story is that Porsche sees its future competitive advantage as being a maker of advanced BEV vehicles. It's both betting big on and embracing battery electric propulsion. So it increasingly looks like it's not a question of if Porsche's cars will all go electric, but when.



PORSCHE'S 20-CAR RESTO PROJECT GOES ON SHOW

The 986 Boxster gets a bit more love

Porsche GB has commissioned 20 period restorations to celebrate the company's 70th anniversary. The cars were due to be shown at the Lancaster Insurance Classic Motor Show at Birmingham's NEC centre on 9th to 11th November.

Of the 20 special edition restorations, the cars include 10 examples of the first generation 986 Boxster, along with air-cooled, water-cooled and transaxle cars. The restorations were undertaken in conjunction with Porsche Centres and Porsche Recommended Repairers, including the new Porsche Classic centre that opened at the Bicester Heritage site earlier in 2018.

Featuring a bespoke interior and a '70 years of Porsche' commemorative plaque, each car is also finished in Liquid Metal silver paint, a colour that up to now had only been seen on the Porsche 918 Spyder. Porsche says the cars use Porsche Classic

Genuine Parts throughout as well as accessories from the Porsche Classic range including navigation and vehicle tracking systems.

Porsche says that along with the 10 Boxsters are a mix of models. The list includes two 996s and a single example each of 993, 968, 928, 964, 944, 911SC, 924 and 914. The special edition restorations will be sold at the end of 2018 and visitors to the show were able to register their interest.

Another display planned for the show celebrated the success of the 'Restoracing' competition that consisted of three rounds and six races at the Silverstone and Brands Hatch circuits based on a fleet of restored 986 Boxsters. Carried out by a number of Porsche Centres across the UK, each centre was challenged to not only restore a '986' Boxster S but to also prepare it to race specification.

Each car was also to be finished in a livery inspired by Porsche's racing history,

from the Le Mans-winning 'Salzburg' livery to the famous 'Pink Pig'. The cars were driven by members of staff with no previous racing experience and the 2018 championship was won by Porsche Centre Bolton. Held in partnership with Porsche Club Great Britain, the success of Restoracing will see a second series run in 2019. Representatives of those who restored and raced the cars were scheduled to be at the show.

Porsche was also scheduled to bring the 'Project 70' race car to the NEC. Based on a 1965 short-wheelbase 911 fitted with a 2.0-litre engine, the car was prepared and managed by the four UK Porsche Classic Partners in conjunction with Road & Race Restorations, a Porsche Recommended Repairer. During 2018 the car was raced by legendary drivers including Richard Attwood, Derek Bell and Anthony Reid and appeared at events such as the Silverstone Classic, Le Mans Classic, and the Nürburgring's Oldtimer Grand Prix.

Porsche has restored a number of cars in the UK to celebrate its 70th anniversary, including 10 986 Boxsters

OUR TAKE

IT'S ALL ABOUT THE BATTERIES

If you've scanned the bombshell that is our lead news story this month, you'll be processing the possibility, however remote, that Porsche might just have dropped all its combustion-powered sports cars within 10 years.

It's a staggering, even sobering, thought even if it is just one of several possible scenarios rather than anything resembling a fixed plan. We reckon the deciding factor as to when and what happens will be battery technology. It's probably safe to assume that battery technology will improve enough over the next 10 years for Porsche to move much of its output over to pure-electric mobility. Models like the Macan and Cayenne have decent odds of being battery-only in 10 years.

Porsche has also said it sees the mid-engine Boxster and Cayman as a better immediate prospect for full electrification due to the particular packaging of a two-seat model. The 911 with its compact coupe shell and 2+2 seating is more of a challenge, however. Moving the 911 over to battery-electric propulsion probably depends on a more radical stepchange in battery tech.

Solid state batteries promise just such an advance courtesy of double or perhaps triple the energy density of the best existing lithium car batteries. But they have yet to be commercialised. Several companies are working on developing solid state batteries for automotive implementation, including Dyson, Toyota, BMW, VW and Tesla. None have achieved a viable commercial technology and several have recently pushed their estimates out for retail availability. Toyota originally expected to be selling cars with solid state batteries by 2025. Now it says 2030 or beyond is more likely.

Any breakthrough, however, is also a potential problem. What happens if Toyota, who is partnering with BMW on battery tech, gets there first with solid state technology? How will Porsche sell its cars based on a pitch of cutting-edge electrification if another brand or brands offers far superior battery tech? For a company like Toyota, it's not actually that big an issue. It will likely take several

decades to transition its full model portfolio to pure electric. But with Porsche seemingly betting the farm on battery-electric technology, it had better make sure it has bloody good batteries.





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PROJECT GOLD COMMANDS \$3.4 MILLION SALE PRICE

'New' 993 Turbo went under the hammer in the USA

Project Gold, Porsche Classic's one-off, new-build 993 Turbo has sold at auction in the USA for a cool \$3,415,000 inclusive of buyer's fees. It was part of RM Sotheby's Porsche 70th Anniversary auction at the Porsche Experience Centre in Atlanta, Georgia. That result translates into roughly £2,680,000 in old money.

The proceeds of the sale, net of a few fees, will go directly to the not-for-profit Ferry Porsche Foundation. The foundation – named after the brand's founder, Ferry Porsche – focuses primarily on the homes of its Stuttgart and Leipzig factories. It also supports projects at the brand's international sites. The foundation supports work in the fields of education, research, sport, culture and social affairs.

Lest you have forgotten, Project Gold is effectively a brand new 993 Turbo built up from a new shell by Porsche Classic to show off its comprehensive car building and restoring services. Painted in Golden Yellow Metallic, it also references the 2018 911 Turbo S Exclusive Series. The black wheels are highlighted by Golden Yellow design accents, while the seats and interior trim are finished in black with Golden Yellow details.

The bodyshell features the characteristic side air intakes of the 993 type 911 Turbo S and its air-cooled twin-turbo flat six cranks out 450 metric horsepower. As a new car built up from parts rather than based on existing chassis, the car is not road legal in most territories, though there are some indications it may be possible to register the car in

certain Gulf states. The identity of the new owner is not known.

Although Project Gold was undoubtedly one of the stars of the auction, there were plenty of other highlights. Among the big ticket items was a 1973 911 Carrera RS 2.7 Lightweight, which went for \$1,022,500 including fees. The hammer also dropped at \$390,000 for a particularly sweet looking Speed Yellow 1996 993 Carrera RS with just 20,000km on the clock.

Another intriguing lot was what is thought to be one of just three or four remaining 1985 959 pre-production prototypes. That fetched \$1,000,000 on the nose. Various early air-cooled 911s commanded six figure sums and the overall impression was of a more successful auction than those that have taken place on this side of the pond in recent months.

But that didn't prevent the event from showcasing one or two more attainable Porsche classics. One of our favourites is an absolutely immaculate looking early 944 coupe. The 1984 had just 11,000 on its odo, looked resplendent in Guards Red, fetched \$29,120 including fees and looked like value next to all the mega-money 911s. The 1979 928 wasn't quite such a bargain at \$57,120. But specified in Light Metallic Blue with a manual gearbox and just 26,000 miles accrued, it offered a very particular period charm for a relatively modest amount of money. You can check out all of the results from the event at www.rmsothebys.com.

Porsche's Project Gold sold for a staggering \$3.4m at RM Sotheby's Porsche 70th sale. It's all for a good cause, though, with the proceeds going to the Ferry Porsche Foundation

MORE T, ANYONE?

Special edition versions of the 718 Cayman and next 911 incoming

Our fearless leader determined last issue that the 911 Carrera T isn't merely a good 911, but the very best 911 of the current, soon-to-be-departed range. The good news is that Porsche seems to think the T's proposition is worth another run. Both the new Type-992 911 and the 718 Cayman are due to get the T treatment.

The 992 version has been confirmed by none other than August Achleitner, chief engineer for the 911 model line. The recipe for the new T is expected to be very similar to the existing car. A base 911 with little less weight and reduced sound deadening, then. Critically, the mix will also include the availability of a manual gearbox. "I think the PDK from a technical point of view is a better solution, but it's just fun to operate the manual," Achleitner says.

It wasn't all that long ago it seemed like Porsche was preparing to drop manual

gearboxes altogether, so it's great to see the man in charge of the 911 confirming its relevance and in turn that customers will continue to have a choice between manual and PDK. So long as there is a choice, the temptation towards tribalism over what is a testy subject is surely much reduced.

As for the 718 Cayman T, that hasn't been officially confirmed. However, 718s with novel exhaust solutions plus the Sport Design bumper kit have been seen testing near Porsche's Zuffenhausen headquarters. For the most part it should mirror the 911 T and thus offer less weight but not necessarily more power than the base 718 Cayman's 300hp turbocharged flat four currently offers.

What could be tricky for Porsche to emulate is the 911 T's shorter gearing in manual format. That was easy to achieve for the T because the Carrera S was

already offered with a shorter final drive which the T duly pinched. However, both the base 718 and the 718 S use the same gearbox and final drive. So shorter gearing for a 718 T would have to be bespoke. Fingers crossed, but we wouldn't bet on it.

The new 992 will feature a T in the range. A Cayman 718 T is also incoming



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Despite the electro doom and gloom elsewhere in the News pages, there's still life in the big-banger internal combustion engine, as the new Panamera GTS gets a whopping great twin turbo V8

PANAMERA GETS THE GTS TREATMENT

V8 again, but this time turbo

When is a V8 turbocharged Panamera not a Panamera Turbo? When it's the new Panamera GTS. Porsche's GTS models often represent the best bang for your buck in any given range. That's likely to be the case with the new Panamera GTS, even if it demands quite a few bucks, starting as it does at £105,963.

Both the standard Panamera and the Sport Turismo model have been given the GTS treatment and share the same 4.0-litre 460hp twin-turbo V8. The upshot is a zero to 62mph performance of 4.1 seconds and a top speed of 181mph. Porsche reckons there are no interruptions in the driving force as power is transmitted to the

Porsche Traction Management (PTM) all-wheel drive system by the eight-speed PDK dual clutch gearbox. All that performance is achieved along with fuel consumption of 27.4 mpg and the CO2 emissions of 235 g/km.

Note, those figures are under the new WLTP regime, not the rather discredited NEDC cycle. And yes, the new GTS model makes use of a petrol particulate filter. Other highlights include 20-inch wheels, oodles of Alcantara inside and a funky robotised rear spoiler pinched from the Panamera Turbo. You can order your GTS now from your local Porsche Centre.

PORSCHE SALES GROW AGAIN

Evergreen 911 just keeps on going

Porsche sales for the first nine months of 2018 have grown again compared to the same period last year. Overall, Porsche sales were up by around six per cent to 196,562 vehicles. Profits for the period were also up, but by fully 11 per cent to a whopping 3.3 billion euros on revenues of 19.1 billion euros.

For the record, 911 sales were up by an impressive 19 per cent during the period, despite the fact that the existing Type-991.2 model is shortly to be replaced by an all-new 911. That said, the Panamera saw the biggest jump, up 60 per cent thanks to the introduction of the second-generation model which has been widely praised. The Macan and Panamera remain Porsche's most popular models with 68,050 and 49,715 sales respectively. There was no mention of the 718 twins in

Porsche's announcement, so safe to assume its two-seater sport cars have not been selling terribly well.

Based on the results so far one might expect full-year sales for 2018 to smash through the 250,000-unit barrier and thus break another record for Porsche. However, the new WLTP emissions regime has been causing problems for Porsche and the rest of the auto industry.

"In addition to economic and political uncertainties, we also have to deal with the changeover to the new WLTP test cycle and gasoline particulate filters, as well as the farewell to diesel," says Lutz Meschke, Porsche's Deputy Chairman. Consequently, Porsche is currently offering a reduced model range and it will be some time before its full range has passed the new certifications.

JAY LENO DRIVES SINGER'S 100TH CAR

With another 130 orders on the books, Singer continues to Hoover up 964s

US chatty man and latter day car guru Jay Leno has taken Singer Vehicle Design's 100th Porsche 911 restoration for a spin. The car was actually completed back in June but the video reveals some interesting tidbits beyond the mere fact that Singer has attained that impressive overall total output.

Singer's first customer car was ordered back in 2009 and its first few years of production were a slow trickle. With 100 cars now produced, the rate of output has increased dramatically. Leno was joined in the video by Tim Gregorio, Singer's director of client relations, who revealed that Singer currently has orders for another 130 cars on its books.

On the face of it, it's taken nine years to hit 100 cars, so another 130 looks like the makings of a waiting list to end all waiting lists. Gregorio wasn't drawn on exactly how long it will take to fulfil those orders, but sees 150 cars as the next big target. Of course, a corollary question to Singer's production numbers is the supply side of 964s available for conversion. Thus far, all of Singer's restorations have been based on 964 coupes, plus a few Targas.

Porsche's figures indicate that something like 20,000 standard body 964s were produced between 1989 and 1993, when it was replaced by the 993 model. But that includes both manual and Tiptronic models, but it's known that Singer does indeed use Tiptronics as base cars, though its output is thought to be purely manual. Intriguingly, an outfit known as Russell Built Fabrication, described by some as a Singer subcontractor, recently posted an image on Instagram of upwards of 40 bare 964 shells in a yard and referenced Singer in the post. The post was swiftly deleted, but was further indication of how quickly Singer has transitioned from a cottage outfit to a major business.

At this rate, Singer's success does begin to create questions regarding the supply of donor cars. 964 values have already increased dramatically since Singer began restoring them and, by its own admission, it intends to take at least another 130 examples out of circulation. Of course, there's no such thing as a cheap air-cooled 911 any longer. So whatever base car Singer chooses, it ain't gonna be cheap. Search "Jay Leno" and "Singer" on YouTube to view the video.





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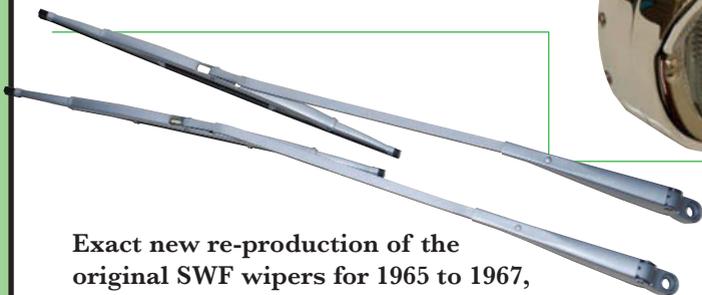
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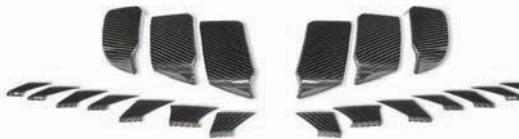
PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

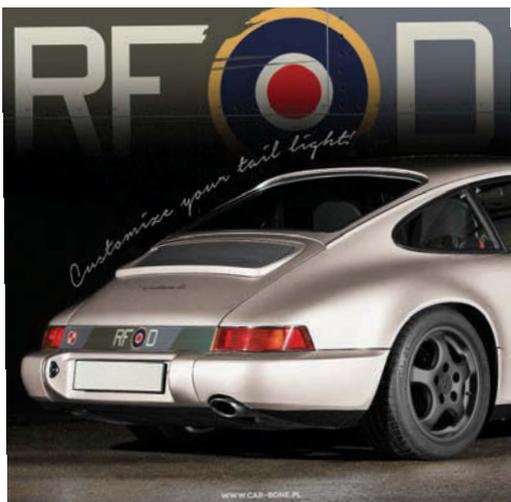
THE KING OF CARBON

In this era of overs, when Porsche's GT cars are instantly worth more than you just paid to buy one new from your local dealer, the standard factory spec tends to be what the market wants. Modified cars? Not so much. Hats off, then, to TechArt for staying true to its cause. Carbon is still king. Enter, therefore, its latest Carbon Sport Package for the second generation 991 GT3 RS. Available parts include the front spoiler, rear wing panels and winglets, the NACA ducts, side skirts, airblades and, well, you get the idea. TechArt says the parts are all produced in-house with matte or high-gloss surfaces. Individual colour matching is also available. The parts can be configured individually or as a complete package. Find out more from techart.de.



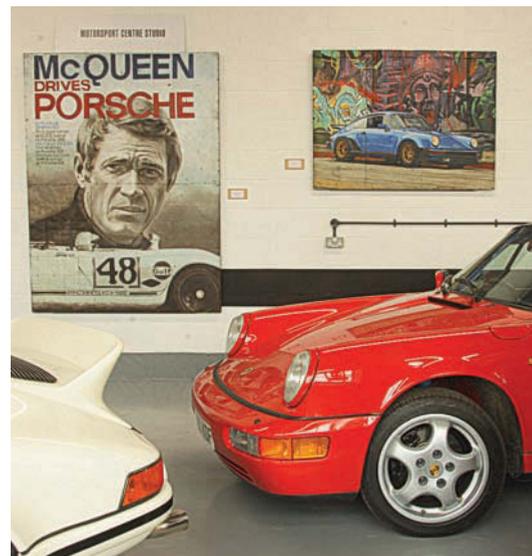
STICKER FOR DETAIL

If the spy shots are anything to go by, then the next-gen 911 is returning to one of the 911's signature styling features, namely full-width rear lighting. OK, it's been a feature of certain wide-body moderns in recent years. But for the upcoming Type-992, it'll be standard on all models. Wind the clock back to the 964 and the full-width strip on that model was a reflector rather than a light per se. But it helped to set the styling template. The fact that it's merely a reflector bar also opens up some possibilities. Like this full-width decal from our chums at Car Bone in Poland. Made from domed epoxy on PVC foil, it's fully customisable with a production time of two to four days. Car Bone offers a range of pre-baked options, too, starting at \$110 or around £85 plus shipping from car-bone.pl.



RIVETING ARTWORK

Not content with recently opening a new service department aimed at owners of modern water-cooled Porsches, Buckinghamshire-based BS Motorsport is also turning one wall of its new facility into an eye-catching artwork gallery. First to grace the appropriately minimalist concrete blocks is this striking pair of images from Racing Steel in Belgium. Hand-painted on sheets of recycled metal attached to wooden battens, the pictures deliberately retain the battle scars of their previous lives, including rivets, welds and rust holes. They're for sale, too, along with similar works. City Blues, depicting an iconic air-cooled 911 Turbo, is priced at £1650, while the atmospheric Steve McQueen 'poster' is listed at £1950. Call Nicole Parish at BS Motorsport on 01296 658422 or go to bsmotorsport.co.uk for more.





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TOP SMARTS

Attention 911 Targa owners. The retrofit SmartTOP comfort module, by Mods4cars, will give your convertible coupe some added cleverness. First, it enables the convertible top to be opened and closed via the existing vehicle key from a distance. The module for the Targa model also offers the option of opening and closing the top using the interior button in the vehicle with just one push of a button. What's more, with the latest update, it's now possible to operate the top while driving at a speed of up to 15 km/h. Finally, in Valet Mode a simple key combination can block the opening of the cabriolet top. For easy installation, a plug-and-play adapter kit is included. Get yours for 399 euros or roughly £300 from mods4cars.com. Modules for other 911, 981 and 718 models are also available.



STRIKE ONE

Ever restored an early 911? Then you're probably all too familiar with the brittle plastic guides in the factory door strikers. Over the years, these guides become brittle and discoloured until they disintegrate and fall apart altogether. Not good. Happily, Rennline has a solution in the form of this upgrade kit. Made from HDPE and Nylon, this is a total rebuild solution. Simply press out the retaining pin in the knackered striker assembly. Then swing the top plate through 180 degrees. Next, install the new plastic guides. Finally, reassemble the whole shebang. The kit is said to be good for air cooled 911 models up to 1989 and also works with the 912. Pricing is just 29.95 of your US dollars or around £23 in old money plus taxes and shipping from rennline.com.



AIRCOOLED CAM COVERS

Tired of oil puddles on the driveway or in the garage? Rennline has the solution with its new billet and fully CNC-machined valve covers. These valve covers are a direct bolt-on replacement for your flimsy leaking factory covers. Handily, they are machined to accept the reusable OEM gaskets, also available from Rennline. With the corrosion resistant finish, chamfered edges and tight gasket fitment, Rennline reckons these valve covers are simply the best on the market. And who are we to disagree? Available in anodised clear or black finishes, or powdercoat red, all with or without the fins brushed. Sold as a pair, the valve covers are offered for both 964 and 993 models. Pricing starts at \$325. So that's £250 of your Stirling tokens, plus shipping and taxes, from rennline.com.





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GAZ COILOVERS FOR 924

Looking to uprate the suspension on your 924? Enter GAZ. As a general rule, GAZ GHA kits are usually fitted to road cars that see occasional track day use, while out-and-out racers choose the GAZ Gold option.

Now GAZ has combined competition suitability with a lower price, with the GAZ GHA COMP kit for the 924. The kit includes springs, front coilovers and rear coilovers as an assistor to the torsion bars. The GAZ damper settings can be adjusted on the vehicle and each unit is bright plated to resist corrosion.

The main difference between the GHA kit and the more expensive Gold, is that the Gold features a gas cell in the outer reservoir, filled with high viscosity index oil. However, the GHA COMP kit features adjustable camber bolts on the front struts. GAZ say the GHA COMP kit is suitable for fast road, track day and competition. The price is a very reasonable £614.25+VAT. gazshocks.com



WEBER FOR 914

Back in the olden days, Porsches had things called carburettors to mix air and fuel and then squirt it into the combustion chamber. Ingenious, but rather primitive in a world of digital fuel injection. Still the old 'uns still require such ancient technology and the originals can still be improved upon, hence carb gurus, Weber, has announced the introduction of its 32/36 DGEV Conversion Kit for the Porsche 914 (and VW bus and transporter, which shares a similar flat-four engine) fitted with 1.7/1.8 and 2-litre air-cooled engines.

The kit comes with all fittings and features a genuine Spanish Weber progressive 32/36 DGEV electric choke carb, manifold set, linkage and air filter, all for £375+VAT webcon.co.uk.



MODERN CLASSIC

Fear not, fans of water-cooled 911s, we have something just for you. It's a 1:18 scale model of what many regard as the prettiest of the 996 generation, the widebody Carrera 4S. In some ways, it now seems like a slightly odd fish. After all, it didn't offer any additional power over the standard 3.6-litre Carrera of the day, despite the go-faster looks. Indeed, with more weight to drag around, not to mention the losses associated with its all-wheel transmission, it was actually a bit slower. On the other hand, just look at those lovely hips.

Well worth a 10th or two off the zero-to-60 time, we think you'll agree.

Anyhow, this model is captured with forensic detail by GT Spirit and is once again on offer at selectionrs.com, this time for 99 euros or roughly £87.50.



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PHR 225



A black and white photograph of a woman with long dark hair, wearing a dark jacket over a light-colored shirt, looking off to the side. She is standing next to a classic car with its driver-side door open. The background is a blurred interior of a building, possibly a museum or showroom. The overall mood is sophisticated and classic.

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LETTERS

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BASHING THE 911 WITH THE UGLY STICK

Words fail. The 911 has never been a particularly attractive sports car, in the way that a Ferrari or Lambo is, but the new 992 really has been bashed with the ugly stick. It looks like one of those car cartoons, with pumped up bodywork and exaggerated, angled wheels beloved of the *Max Power* brigade in poster and (bizarrely) ceramic form. It's not especially pretty from any angle, but from the rear three quarter view it appears as though the 911 silhouette as we know it has been reversed into a bulbous blob. A bulbous blob, which is in fact the bloated rear arches and rear apron, which clearly have to be that size to accommodate the ludicrous 21in wheels. As the catchphrase goes: 'Does my bum look big in this?' Yes, it does, bloomin' enormous in fact.

It's not much better at the front. Indeed, on first glance it just looks like a Panamera and it can't be much narrower either. I can only imagine that this extra girth will be required to accommodate the batteries and other hybrid gubbins that is apparently coming sooner rather than later to what was once a compact 2+2 sports car.

The constant evolution of the 911 has been a wondrous thing, but perhaps it's possible to evolve too far. The 911's shape has always been dictated – to a degree – by its layout and Porsche's desire to 'keep it in the family', but the simplicity of the original has been utterly lost. It's time to stop, preferably now, and reconsider the concept of the 911, because it really shouldn't be allowed to evolve to the point that moving its bulk around becomes a challenge. If it

were an animal it would be considered to be some sort of freakish mutation. Enough is enough.

Leonard Harding, via email

Steve Bennett replies: *Oof, you don't like the 992 then, Leonard? I would say, let's wait until we've driven it, but that's not going to shrink it any. See this month's 'modern' 911 test for our view on these things*



New 992 is too big says reader, Leonard Harding. Below: 911&PW's mid-engined fleet

IN PRAISE OF THE MIDDLE GROUND

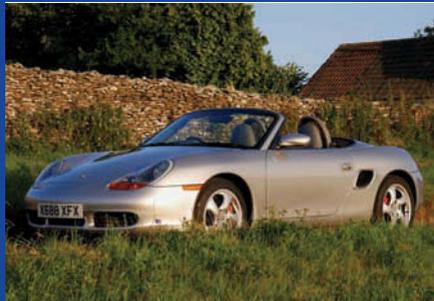
In a recent issue (can't remember which one) an opinion was mooted that the magazine should perhaps change its name to Boxster/Cayman and Porsche World, in view of all the mid-engined cars now being run by Porsche owning journalists. Fine by me as a Boxster/Cayman fanboy.

Perhaps I could proffer a view on this. Isn't the rise of the Boxster and Cayman with Porsche fans systematic of the 911's move into GT territory and its acceleration in price? It's not the sports car that it once was, but the Boxster and Cayman truly are sports cars in every sense of the definition and they're also remarkable value for money, too.

For me, faced with the choice of a modern 911 or a modern Boxster or Cayman, it very quickly became a no-brainer. I had enough stashed for a good secondhand 991, but a back-to-back between a 3.4 Carrera 2 and a virtually new Cayman and the choice was very clear. The Cayman (in manual, too) had it going on, in a way that the 991(PDK, just try finding a manual) just didn't. It invited me into the party, whereas the 991 kept me at arms length.

Stuart McFee,
Camberley, Surrey

Steve Bennett replies: *You're right, Stuart. But there is also the fact that most 911&PW operatives decided to cash out of their classic air-cooled machines which were becoming too precious to drive. They're a happier bunch now that simply driving their Porsches on a regular basis doesn't induce mileage and value related angst. Well, except for Keith, that is!*



TORQUE TALKS

Barry Hart and Chris Horton have got it spot on when it comes to torque v revs (911&PW Dec '18 issue). The idea of a big capacity, flat-six really appeals in the back of my 996 3.4. So much so, I'm almost wishing an engine meltdown. Or maybe I should just go for one of Hartech's big engines on the basis that mine will need rebuilding sooner rather than later. It's done nearly 120,000-miles, so it's doing well.

No, I don't wish to speed up the fateful day, and I'm intrigued as to how far I can get on it. My aversion to revs=power type machinery comes from running a

2.5 16-valve 944 S for a couple of years. Smooth the engine may have been, but it couldn't pull to save its life. Its torque curve seemed to spike somewhere around 6000rpm, which made it pretty useless on the road. I also once spent some time with a Honda S2000. Yes, 220bhp from 2-litres is all very clever, but you can't drive around at the top of the power band on the public roads without making a complete nuisance of yourself, so give me the real world flexibility of torque any day, thank you.

Roger Banks, via email



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911&PW WRITERS ON MATTERS PORSCHE OR OTHERWISE

THE USUAL SUSPECTS



STEVE BENNETT
Editor,
911 & Porsche World

Editor, Bennett, reveals the other Porsches in the Bennett family line-up, plus those that have been previously owned, cherished and forgotten. He also chuffs on about the 996 – still divisive after all these years, and reviews a couple of non-Porsche books

MY FAMILY AND OTHER PORSCHE

It occurred to me the other day that family von Bennett is back to being an all-Porsche owning unit. That is to say that father, daughter and son (that's me) are all in possession of Stuttgart's finest wheels. Fittingly it's Bennett senior (AKA Colin) who owns the finest, in the shape of a late 997 C4S, while sister (Melanie, or Melanie as we prefer in these Trumpian times) has a Cayman 981. Me? Well, I'm well and truly bringing up the rear with my 996 C2.

The 997 and the Cayman are relatively new to the fleet, arriving within the last year, with my dad being tempted back into the fold, after spending a month or so traipsing around numerous Yorkshire Porsche dealers (and beyond), with my sis, to find the best Cayman to suit the budget. Needless to say, I was sticking my oar in, too, from afar. Well, I'm always happy to help spend other people's money! In Mel's case the criteria was simple: the best/newest Cayman for around £30k to suit her company car allowance. For my dad, it was largely the same, but with a more senior budget...

Rewinding a bit, you'll note I said that we're 'back to being an all-Porsche owning unit.' The last time we were in that position – in the mid 2000s – the dynamic was slightly different, with Bennett Senior in a 996 Turbo, me the proud owner of a 911 Carrera 3.2 (and a 944 for every day duties) and Melania with a 968. Incredibly, my dad says he has no recollection of owning the 996 Turbo, despite photographic evidence here. It replaced a 996 C2 Cabrio, which was certainly forgettable. The 968, meanwhile, proved to be a great everyday machine for my sister and is much missed, even now. She really wanted another one, but we collectively reckoned it would be too much to expect it to battle through everyday use and permanently outside in the harsh North Yorkshire climate, 15-years on from her last 968. That, I guess, is the march of time. What was once considered a daily driver, is now a bonafide classic, and deserves to be treated as such.

The first Porsche in the Bennett family was a 911SC. Indeed, it was also the first Porsche I ever drove back in the mid '90s. Time fades the grey cells, but we're pretty sure that it came via the ever ebullient John Hawkins at Specialist Cars of Malton, or was that the Carrera 3.2 that followed it? Or did that one come via the equally ebullient Andrew Mearns, then of Auto Classica (and now Gmund Cars, of course)? Or was it the other way round? Whatever, in the SC I popped my Porsche cherry. A memorable experience? Yes,

but not in a good way. The performance was decidedly lacklustre and, in Pateley Bridge, I managed to snap the key in the door lock. The AA rescued me, and later we discovered that a plug lead had come astray...

Filling in the gaps, there may have been a Boxster (no one is quite sure), but there was definitely a 987 Cayman R, which did feature in 911&PW, with the fitment of a mega Tubi titanium exhaust and some ECU wizardry, which added an impressive 20bhp to its output. Sadly, work induced mileage meant it had to go, in favour of something more long distance friendly.

Back to the current line-up and we eventually found Mel's Cayman at RPM Porsche in Knaresborough. It's a real purist machine: 2.7, manual, in white, with a smattering of options, including PASM and, of course, it's the last of the flat-sixes, which will count for something in the future. Its first journey was to my East Anglian outpost and I was duty bound to put it through its paces. Cue one very jealous brother. The Cayman is truly the sweetspot of the current Porsche sports car range and, thanks to Mel's OCD when it comes to car care, it still looks like new, despite its five-years on the road in daily use and *al fresco* lifestyle. A shout out to RPM Porsche, too, who have been ever helpful with aftercare and sorting the odd niggle.

I've only had a quick spin in the old man's 997 C4S (manual, of course), which came from dealer Simon James Cars in Chesterfield, but again it was enough to remind me as to why the 997 is the pick of the modern 911 era, with its distinctive 911 swagger (nearly eradicated with the 991) and compact dimensions. Being the older car, it's not been without its issues, but like Mel's Cayman, it's looked after by RPM, who pick it up and deliver it back when anything requires sorting. I look forward to another drive next time I'm in Yorkshire, if only to be reminded – as my dad would say – that it's too good for me!

My family and other Porsches. Below: Bennett Senior, with 997 C4S. Below left: Editor, Bennett, and sister, Mel, pose with respective machines. Your Editor is clearly the poor relation in Cayman v 996 sibling rivalry stakes. Below right: Mel and Col (sounds like a pop duo!), with mid 2000s 968 and 996 Turbo line-up



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



JEREMY LAIRD



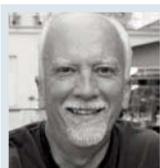
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KEITH SEUME



JOHNNY TIPLER



DAN TRENT

996: THE DIVISIVE 911

When I sat down to scribble a couple of pages of Porsche musings, I wasn't planning on mentioning the 996 in any real shape of form, but then in a break for a cuppa and a digestive, I clicked on to PistonHeads and became well and truly diverted. I guess the following is as close to 'live streaming' as a magazine is ever going to get.

The story that caught my attention on the PistonHeads front page, was a shout out for a 996 Carrera C2, for sale in their classifieds (where I bought my own 996 can of worms). PistonHeads, being the home of the *uber* enthusiast, this 996 was, of course, a manual, with MO30, LSD and it was a very early cable throttle, 1998 machine. Oh, and it had a rebuilt Hartech engine and loads of recent work, and a very encouraging service history. Catnip to 996 pervs and a real rarity in a world of 996 Cabs, Targas and Tips. At a private £13,995, the story not unreasonably suggested that it was pretty good value and such prices are not going to last forever.

Of course PistonHeads is a forum, too, and every story invites the comments of its users. Blimey, there were pages and pages of comments devoted to this seemingly innocuous story/observation, as ardent petrolheads argued the toss about this 996 and the 996 in general. Goodness, divisive doesn't cover it, as every 996 argument – for and against – was trotted out. And then there were the links to other 996 threads, one of which amounted to 166 pages. I

made the mistake of clicking on to that one and lost nearly an hour in its black hole.

I suppose I could have joined in, but I guess I'm what forum users would call a 'lurker' (albeit a very occasional one). After all, as a 996 owner, I've got plenty to say. Indeed, turn to p114 in this issue and I will bear my soul on the subject. Most 996 detractors bemoan the running costs, to which I would say: 'What do you expect?' The oldest (and in some respects, the most desirable to the purist) 996s are now 20-years old. Rightly, or wrongly, they were built in the style of any other mass-produced car of the era, but with added complexity. When was the last time you saw an 'S' reg car on the road that wasn't a complete shed? Most went to the scrap yard years ago. They weren't designed or expected to last for any more than 15-years in a fast moving consumer world.

The only reason that the 996 has had a stay of execution on the road is because it's a Porsche and its depreciation curve is rather more gradual. When I got my 996 I wasn't exactly chuffed to have to replace various parts, but reflected that it was probably unreasonable to expect a radiator to last for much more than 20-years, or likewise

hard-working suspension components. Comparatively, my Carrera 3.2 cost a fraction of what my 996 has cost to run, but then comparatively the Carrera 3.2 is a much, much simpler car and one that a modern buyer wouldn't tolerate.

I guess the 996 (and the 986 Boxster) suffers from being the first Porsche of the modern era, when Porsche was finding its feet in a new world of design, production techniques and materials required for survival and profit. It's also a victim of its own ubiquity and popularity that took it way beyond the traditional 911 market. Hence all those Cabs, Targas and TipH that Pistonheads users cannot abide.

I've just returned to PistonHeads and it's still there for sale. Forget the naysayers. Bottom line, it's a 911 Carrera 2 with a manual gearbox and that's all that matters. Get in there, while you still can and take the expenditure on the chin. It will be worth it.



The 996 retains its mantle as the divisive 911, as heated forum battles will testify

ON THE BOOK SHELF

Some books which are not about Porsches, which is a good thing, because the world does not need another Porsche book, except, maybe, for an updated edition of Karl Ludvigsen's 'Excellence Was Expected,' which I gather he's working on.

If you're familiar with the satirical (and quite rude) motoring website, Sniffpetrol (created by Top Gear and now Grand Tour Script Editor, Richard Porter), then you will be familiar with its fictional northern regional motoring correspondent, Roy Lanchester. Roy is a bit of an 'in' character for motoring journo's of a certain age and the sort that used to frequent the business in the good old days, when the manufacturer gravy train was in full swing, and nobody thought anything of senior writers like Roy jumping into a car on a launch after the best part of a bottle of wine for lunch.

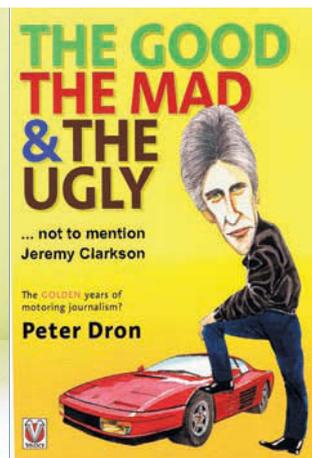
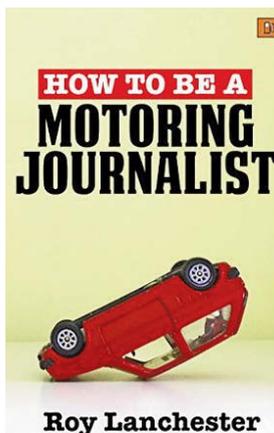
The Roys of the motoring press world have largely gone, replaced by abstemious youth, bloggers, vloggers, influencers and bullshitters, all of which Roy rails against in his book 'How to be a motoring journalist.' Written by Porter, it's very funny as Roy plots a path through his haphazard and now completely out of touch career.

A motoring journo who was very much a contemporary of Roy, albeit in the real world, is Peter Dron. Ex of *Motor* magazine and Editor of the seminal '80s *Fast Lane*, plus newspapers like the *Daily Telegraph*, Dron was a true colossus of the game. He plots his own, rather less haphazard career path in his book: 'The good the mad and the ugly – the GOLDEN years of motoring journalism?' – Dron considers to be – are the '70s and '80s when men were men and supercars were still bloody difficult to drive.

He probably wouldn't care to admit it, but he shares some of the fictional Ray's opinions. His book also contains many scurrilous tales about real life Roy Lanchesters. Fans of old school *Car* magazine's columnist, George Bishop, will probably not be surprised at Dron's expose of the man, or

others. Again, it's a slightly 'in' tome, but if you're a fan of motoring mags and writing then you'll be rewarded with some excellent anecdotes and yarns.

How to be a motoring journalist is available from sniffpetrol.com, while *The good the mad and ugly* from velocebooks.com. Or from Amazon, of course. **PW**



Two entertaining reads for fans of old school motoring journalism. Note Tony Dron's old school Top Gear, William Woolward pose, also known as 'Woolwarding' in the trade

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YOU AND YOURS: KEVIN ALLISON

THE TIME IS RIGHT

Having dreamed of owning a Porsche since he was a child, Kevin Allison finally achieved his goal before he hit the big 5-0. Was it worth the wait? You betcha!

Words & Photography: Paul Knight

Kevin Allison is a 49-year-old self-employed electrician from Norwich and a lifelong Porsche fan. He explained, 'As a child I was fascinated by the 911 and had a good collection of posters on my bedroom wall as well as a number of Porsche toys and models, too'. The obsession stayed with him throughout his youth and he even gathered brochures and printed material from the local Porsche dealership upon which he based a school project and produced a technical drawing of a 911. Kevin still has that drawing today and considers it proof that he's been a big Porsche fan all his life.

As a young man, Kevin worked hard and promised himself that one day he'd own a Porsche. Of course, insurance would have been an issue for Kevin back in his twenties so he began to look into the importation and restoration of an older Porsche, which could be insured via a specialist classic car policy. 'I purchased a bunch of books regarding Porsche restoration and really sank a lot of time into the research side of

things'. He even got as far as searching out a couple of potential candidates over in the USA but one thing led to another and he eventually moved on from the idea and picked up a VW project instead.

With a tidy Mk1 Golf GTi Cabriolet in the garage, Kevin went on to attend some events and soon found himself modifying the car. Kevin fitted up shorter springs, a strut brace and a set of BBS alloys before

change in direction, as Kevin wanted a true multi purpose vehicle – i.e. something he could use for work during the week but also enjoy shows and events with at the weekend, too. The vehicle he chose was a VW T5 Transporter as he'd seen so many at shows and events that looked pretty cool lowered over big diameter wheels and kitted out with camper-style interiors. Yep, you guessed it – it wasn't long before the dual-

“ Kevin worked hard and promised himself one day he'd own a 911 ”

making a few additional styling mods to the body. The car proved to be a lot of fun but Kevin eventually felt the need to undertake a new project, hence he sold the Golf on to a friend who had been pestering him about the car for some time.

The next project proved to be another

purpose concept was dropped and the T5 became Kevin's next project. He laughed, 'I knew it wouldn't be a work van for long and that I'd end up turning it into my pride and joy, instead!'

Coil over suspension and a set of Range Rover Sport alloys transformed the stance

It's not quite the 996 Carrera 2 that Kevin promised himself, but this C4, with manual transmission and sunroof delete, was too good to turn down



of the van, while colour-coded bumpers and mirrors (plus a Spider-Man-themed bonnet mural!) made it really stand out from the crowd. Kevin also added LED lights and chrome side bars to the exterior before turning his attention to the interior, which was lined, carpeted and fitted out with a rock and roll bed (*a what? Ed*), cabinets, a gas hob and sink, refrigerator and some lighting. Oh, and the interior was all trimmed in leather, which made it a truly show-worthy VW van. He commented, 'While I thought it was great and we had a lot of fun at festivals and events with the Camper, sadly our children didn't feel quite the same way'. He continued, 'it became harder and harder to drag the kids out of their bedrooms and away from the internet to enjoy the pleasures of 'outdoor life', hence I eventually decided it was time to sell the Camper and perhaps seek out that Porsche I'd promised myself since forever'.

Of course, insurance wasn't an issue this time round (perhaps the only benefit of growing older...) – it was purely a case of deciding upon the right model and finding a decent example. Sounds simple, huh?

With the van sold, Kevin was able to begin his quest for knowledge as he researched exactly which Porsche model best suited his needs, and also his budget, of course. There's certainly plenty to choose from and Kevin looked into the viability of the Boxster, Cayman and also the 996 range. He also

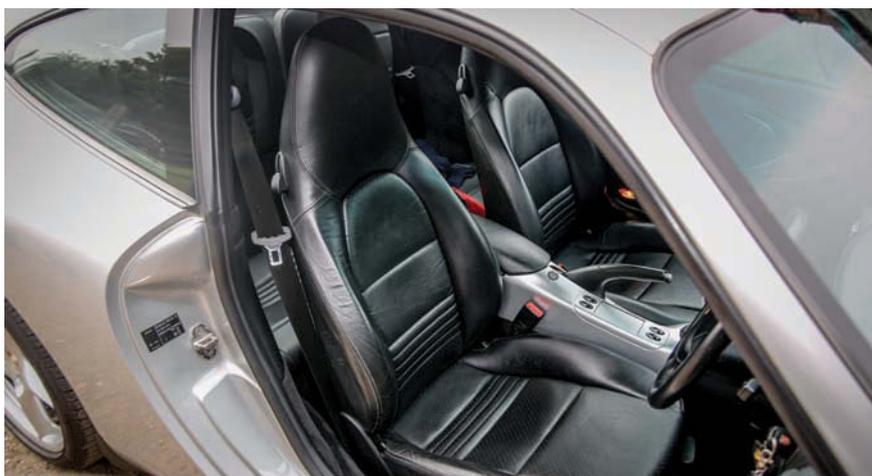
“ After some deliberation, Kevin decided that it was a 996 Carrera 2 – preferably a non-sunroof model – that would be his ideal car ”

called in the help of an old friend who worked in the motor trade who provided some pointers and suggested some options, which could be considered to be a worthwhile investment, too.

After some deliberation, Kevin decided that it was a 996 Carrera 2 (preferably a non-sunroof model) that would be his ideal car, however, he also quite liked the idea of a four-wheel drive C4, too. As it seems that everyone is on the hunt for the same C2 manual/non-sunroof model, the C4 option certainly provided more scope regarding potential purchases. However, Kevin was in no rush and wanted to make sure he bought the right car first time round.

He explained, 'I eventually found a Porsche specialist company that had a 996 Carrera 2 for sale, which I liked the sound of so I took a drive down to view it. He went on, 'As soon as I arrived and walked into the warehouse I spotted what I thought was the car that I was there to view, however it turned out to be a Carrera 4, which was only

It's been a long wait, but worth it! Kevin Allison is rightly proud of his 996 Carrera 4. Middle: Interior mods so far limited to a double-din ICE unit



On purchase, the engine received a new clutch and IMS bearing for peace of mind



just in and was not ready for sale'. Kevin went on to view the Carrera 2 but couldn't get the C4 out of his mind, hence he asked the salesman if it would be possible to take a proper look at the C4 while he was there. He said, 'This was exactly what I was looking for, being the facelift 2003 model with the 3.6

fresh IMS bearing, a new clutch, air-con condensers and a full service. A week later, Kevin popped back to collect the car he'd promised himself more than 40 years earlier and, after a spirited drive back to Norwich, he knew he'd made the right decision. Kevin said, 'Since buying the car

now he's enjoying attending high performance car drive-out days as well as local club meetings, where he can 'talk Porsche' with like minded enthusiasts. 'I joined Porsche Club GB and recently attended the 70th Anniversary meeting at Brands Hatch, which was well attended and a great day out', said Kevin.

The GT3 rims that the car originally came on were replaced with standard style 18s. Exhaust is a Eurocup GT system, from Porscheshop

“ It's fair to assume that there will be further mods in the future ”

engine, manual 'box and sunroof delete – in fact, the only thing I didn't like were the GT3 wheels it was rolling on'. Following a chat with the salesman a deal was struck, which involved swapping the wheels for the rims you see here along with a full health check,

I've fitted a new double-din head unit and a Eurocup GT exhaust system from Porscheshop, but otherwise it's pretty much stock spec throughout'. Chatting with him, we think it's fair to assume that there will be further modifications in the future, but for

If you are considering purchasing your first Porsche, we'd certainly recommend taking a leaf out of Kevin's book by getting involved with clubs, events and gatherings to really make the most of the social aspect of Porsche ownership.

In closing, Kevin says, 'Remember my buddy, with the advice when I was looking for a car? Well, following a ride in my car he went home, hit the internet and picked up a similar 996 C4S for himself. So, if you're ever in or around Norwich and spot a pair of Carrera 4s enjoying a ride-out, chances are it may just be Kevin and his friend, Noel! **PW**



Previous projects include a smart Golf Cabrio rolling on BBS split-rims, and a VW T5 Transporter

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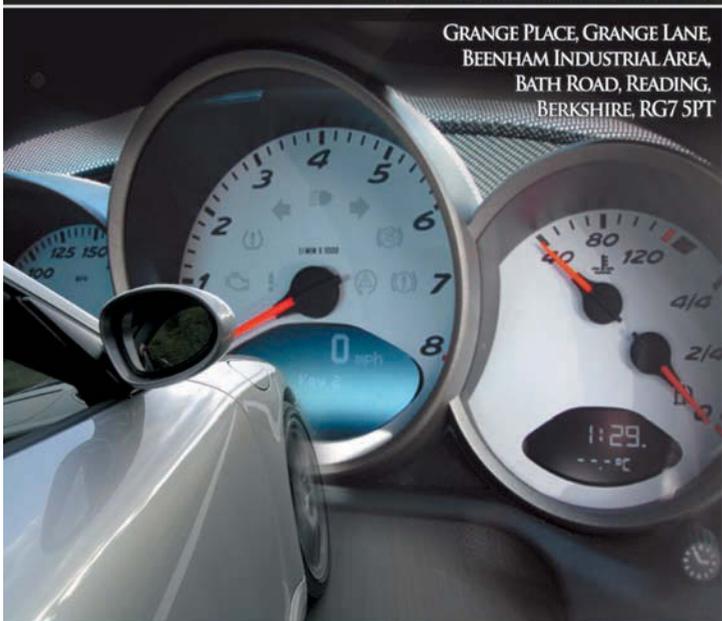
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70 YEARS OF PORSCHE

1948-2018



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



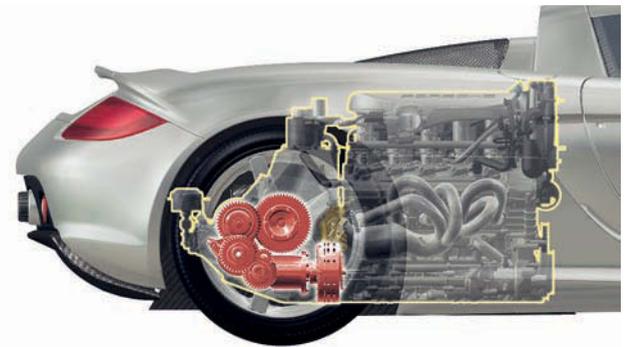
2000

● Porsche ushers in the new Millennium, appropriately enough, with the 996 "Millennium" special edition: Zuffenhausen's Exclusive department wheels out just 911 units of the Millennium, finished in Violet Chromaflare (an enigmatic dark aubergine hue), with leather upholstery and a warm tan deep-pile carpet, while the standout feature is the burr-maple veneer that binds sections of the steering-wheel rim and the door-pocket lids that double as arm-rests. It's an expensive car, costing Dm185,000 at the turn of the century – that's €94,500 or £73,400, while the standard 996 C4 costs Dm147,000, which is €72,000 or £56 grand, and the gen 1 996 GT3 costs Dm179,500, an astonishing Dm5,000 less than the

Millennium C4.

● The 2000 model-year 986 Boxster S is now powered by a 3.2-litre flat-six water-cooled engine, while the standard 986 Boxster gets a 2.7-litre engine. The 'starter Porsche,' the Boxster 986, is Porsche's biggest volume seller from its introduction in 1996 until the Cayenne SUV appears in 2003. During its first ten years of production, almost 200,000 Boxsters of both model types are built, with a further 20,000-plus in the model year ending in July 2006. Add to that the roughly 160,000 996-model 911 Carreras with which the Boxster shared many of its structural, mechanical and interior components, and you get an idea of just how complete was the turnaround in the company's fortunes engineered by CEO Dr

Porsche enters the new Millennium in buoyant mood, its two major model lines – the 986 Boxster and 996 coupé and cabriolet – securely anchoring its economic future. As well as Targa and 4WD variants, new models in the pipeline include the Cayenne SUV and Cayman coupé, while successors to the 986 and 996 in the shape of 987 and 997 are already at prototype stage. The company has backed off factory participation in WEC racing, but private race teams such as Manthey, Matmut and Felbermayr continue to dominate the international GT3 arena, until the arrival in 2005 of the Weissach-built RS Spyder raises the game once more. Flushed with success, a bullish CEO Wendelin Wiedeking had his sights set on a takeover of the Volkswagen conglomerate, an ambition unthinkable less than a decade earlier.



Wendelin Wiedeking.

● Construction site work begins on a new assembly plant for the MPV Cayenne SUV in Leipzig.

● Porsche unveils the Carrera GT during the Paris Auto Show, a mid-engined, open-cockpit supercar concept designed by styling chief Harm Lagaaaj and featuring a 5.5-litre, normally aspirated V10 powerplant with top speed in excess of 200mph.

● At Le Mans in the 24-Hours, 996 GT3 Rs take the first seven places in the GT3 class.

2001

● The new 996 GT2 uses a twin-turbo version of the GT3's 3.6-litre flat-six Mezger

Seeing the Millennium in with a bang, Porsche unveiled the Carrera GT supercar at the Paris motor show

Below left: The 996 GT2 packed a 462bhp twin-turbo punch. Below: Wide-bodied 996 Carrera C4S was an instant hit



Right: Porsche's controversial (at the time) Cayenne SUV launched in 2002. It went on to be Porsche's best-selling model worldwide



engine, rising to 462bhp, against the GT3's 360bhp, and is equipped with the incoming PCCB Porsche Ceramic Composite Brakes as standard.

- The new gen 2 versions of the 996 Carrera coupé and cabriolet receive a 3.6-litre engine with variable valve lift, phasing out the previous 3.4-litre unit.

- New introductions to the line-up are the 996 Carrera 4S and 996 Targa. The C4S inherits the Turbo's wide body to better incorporate its four-wheel drive transmission system. The C4S represents a premium of £2610 over the standard narrow-body 996 C4, which now looks like very good value.

- The 996 Targa has an intriguing retracting glass roof panel, a configuration developed from that of the air-cooled 993 model, where the glass panel retracts into the rear screen, which also doubles as a hatchback. While the 996 Cabriolet can be specified as a C2 and all-wheel drive C4, 996 Targas are all fashioned on the narrow-bodied C2 driveline. At 1470kg, the Targa weighs 50kg more than the standard C2 coupé but, surprisingly, the 996 Cabriolet is 10kg heavier than the Targa.

2002

- Porsche presents its third series: the Cayenne SUV, with height adjustable suspension providing genuine off-road capability. It's Porsche's first front-engined V8 vehicle since the 928 was discontinued in 1995, and it's also the company's first off-road machine since its Super and Junior farm tractors of the '50s and early '60s, as well as being the first production Porsche to have four doors. The line-up initially consists of the 4.5-litre Cayenne S and Cayenne

Turbo, with the base model powered by a 3.2-litre VR6, producing 250bhp.

- Thanks to VarioCam technology, the revised Boxster achieves lower fuel consumption and emission ratings, plus power boost.

2003

- The 986 Boxster and 986 Boxster S receive facelifts, bringing the front panels into line with the similar 996 makeover. The hood's plastic rear window is replaced by a smaller glass window, the interior gets a glove compartment, with an electronic emergency release in the fuse box panel, and the front headlight's amber indicators are replaced with clear indicators. The rear light cluster is also changed, with translucent grey turn signals replacing the amber ones. The side marker lights on the front wings are swapped from amber to clear, except on American market cars where they remain amber. The bumpers are also tweaked to produce a more defined chiselled appearance, and new wheel designs become available. There's a new electro-mechanical bonnet and boot-lid release mechanism and an updated steering wheel, plus a reworked exhaust pipe and air intake.

- Series production of the Porsche Carrera GT starts up in Leipzig. By 2006, a total of 1270 units of the 330kph sports car are built.

- Launched in September 2003 as a limited-edition, the Boxster S 50th Anniversary 550 Spyder takes the original 986-series into its final year, prior to the launch of the new 987-series. The factory press release declares: 'The Porsche Boxster is a direct descendent of the

legendary 550 Spyder dating from 1953.' Hence, 1953 examples are released. Output of the Boxster S's 3.2-litre flat-six goes up by 6bhp to 266bhp at 6200 rpm, and the increase in horsepower is largely due to a remapped ECU and redesigned exhaust system, making it a fraction quicker, by all of 3mph. The six-speed transmission – Tiptronic is an option – is a short-shift modification, while the ride height is reduced by 10mm and settings changed, plus cross-drilled disc brakes with four-piston calipers treated to an aluminium finish, in evidence behind 18-inch Carrera-style wheels finished in Seal Grey with 5mm spacers.

- The 996 Turbo Cabriolet provides top-down high-speed thrills, while the 996 Carrera 4S Cabriolet further expands the product line.

- To mark the 40th birthday of the 911, Porsche celebrates by launching an Anniversary edition of the 996 C2, with a tuned-up engine and suspension package, topped off with the front panel from the 996 Turbo. The "911 40th Anniversary" special edition numbers 1963 units, referring to the year the 911 was launched.

2004

- The new generation 997 is announced to the press in April, in standard and S versions. Based on an in-house design by Grant Larson, the standard base model 997 is broader at the rear by 3.5in (88mm) than the 996, but, more dramatically, the headlights are much more reminiscent of the old air-cooled 911s – like those of the contemporary 987 Boxster – which many feel realigns the 997 with the characteristic 911 appearance.

Facelifted Boxster arrived in 2003 (early car shown), bringing it inline with similarly facelifted 996. Right: Boxster S 50th Anniversary 550 Spyder was the start of Porsche's serious assault on the 'limited edition' theme



70 YEARS OF PORSCHE

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● The 2005 model-year cars go on sale in the UK on 18th September 2004, priced from £58,380 for the 997 Carrera 3.6 and £65,000 for the 997 Carrera 'S' with 3.8-litres.

Standard equipment for both includes air-conditioning and full leather trim, Porsche Stability Management (PSM), Porsche Communication Management (PCM), an on-board computer, and the Porsche Sound Pack. The Carrera is fitted with 18-inch wheels as standard. The 'S' model also features a number of extra-cost options from the base Carrera, including Xenon headlights, Porsche Active Suspension Management (PASM), Sports Chassis, and 19-inch wheels. Ceramic brakes (PCCB) are available for both cars as a cost-option – £5349 – together with Tiptronic 'S' automatic transmission, sports seats, electric adjustment for the front seats, sunroof, navigation module for the PCM, and metallic paintwork.

● The gen 2 996 GT3 is launched, along with the 996 GT3 RS. Some say the gen 2 GT3 is toned down to provide a contrast with the more hard-core GT3 RS, and it's betrayed by its cup-holders. The gen 2 presents several stylistic changes, too. The teardrop headlights are sourced from the Turbo and replace the gen 1's 'fried eggs', and the front and rear bumper panels have revised slope angles to the inlets and air ducts, with subtly different curves and splitter. Same with the back panel, too, which also displays revised contours. The 18in ten-spoke wheels are simplified, the side skirts are moulded to enhance the aero, and the rear wing configured as a platform on a pair of struts instead of the gen 1 GT3's elegant swan-neck biplane. It's also 30kg heavier than its predecessor. In the performance stakes, power rises to 381bhp with torque up to 284lb ft, available from 2000rpm, and it's also shorter-g geared in 5th and 6th. The suspension is lowered and firmed up, brakes beefier with six-pot calipers in front, while bespoke semi-slick Michelin Pilot Sport N1

tyres have been developed specifically for the gen 2 GT3.

● Based on the 996 GT3, the RS version is a model of austerity. Conceived as a homologation model, a competition car with its sights set on the FIA GT3 category, it provides the rolling stock for the Carrera Cup race series. Its RS suffix also endows it with the standing of the 1972 Carrera 2.7 RS – hence its white bodywork highlighted with traditional red or blue graphics. Production of the GT3 RS totals 682 units, with 140 configured in right-hand drive, and 113 of those officially imported into Great Britain. The RS simply isn't available in North America. While the GT3 Club Sport version weighs in at 1380kg, the RS tips the scales, fuelled up, at 1360kg, a 4 per cent improvement on its power-to-weight ratio. The RS develops 381bhp at 7300rpm, officially identical to the regular GT3, though 400bhp is rather more likely. As a measure of its greater performance potential, Porsche's official test pilot Walter Röhrl laps the Nürburgring Nordschleife with the 996 GT3 RS in 7m 43s, an amazing 13-seconds quicker than he'd managed in an 'ordinary' 996 GT3.

2005

● Porsche announces that Cabriolet versions of the Carrera 2 and Carrera 2 'S' will go on sale in April, priced in the UK at £65,260 and £72,230 respectively, bringing to four the number of 997 variants available. Equipment-wise, they closely mirror the two coupés, as well as featuring Porsche Side Impact Protection system (POSIP) and pop-up roll-over bars carried over from the previous 996-model Cabriolets.

● Porsche introduces an aerodynamic styling kit for 997 coupés, based on the 2005-season's Supercup racing cars, but with a smaller rear wing for road use.

● Construction of the spectacular new Porsche Museum in Zuffenhausen begins.

● Porsche returns to international competition in the Prototype class with the RS Spyder, the first Porsche developed exclusively for the race track since the 911 GT1, which won Le Mans in 1998. The RS Spyder is powered by a newly developed 90-degree V8 racing engine, equipped with an air-flow limiter as prescribed by the rules and achieving 480bhp from a displacement of 3.4-litres. The four-valve engine features dry-sump lubrication and individual throttle bodies. Transmission is via a sequential six-speed constant-mesh transmission and a three-plate carbon-fibre clutch, integrated into the chassis as a load-bearing component. Over this, Porsche fits a carbon-fibre Kevlar monocoque, bringing the overall weight to 750kg. A brake system with dual brake master-cylinders, variable brake-force distribution and internally vented carbon-fibre brake discs is employed.

● Porsche announces that four-wheel-drive 'C4' versions of the Carrera and Carrera S coupés will go on sale for the 2006-model year on 22nd October, while US sales will begin soon afterwards. UK prices start from £69,000 and £76,800 for the 3.6-litre Carrera 4 and 3.8-litre Carrera 4S, respectively. Both cars have wider bodies, gaining an additional 44mm across the rear wheelarches, and a 10mm lower ride height than their rear-drive counterparts. This introduction brings to six the number of 997 variants available.

● Celebrating 50 years of the Porsche Club of America, a special azure-blue, limited-edition Carrera 2 coupé sporting the X51 power kit is available in the United States.

● Having debuted at the previous year's Paris Salon, the second-generation Boxster, the type 987, becomes available. It's more powerful than its predecessor and features styling inspired by the Carrera GT, plus headlight treatment in line with the 997. It also sports larger side intake vents and enlarged wheel arches to allow fitment of

Left: The 997 generation 911 is launched in 2004. Above: Also in 2004, the second generation 996 GT3 arrives

Below left: Construction of the spectacular new Porsche Museum at Zuffenhausen begins in 2005. Below: Following on from the 997, the 987 Boxster arrives in 2005





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911 997 "2S" 3.8 (08 - 2008)
Meteor grey with black leather
49,000 miles **£35,000**



911 997 "2S" 3.8 tip (07 - 2007)
Meteor grey with black leather
48,000 miles **£33,000**



911 997 "4S" 3.8 tip (07 - 2007)
Basalt black with black leather
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911 997 "2S" 3.8 (07 - 2007)
Basalt black with black leather
45,000 miles **£33,000**



911 997 "2S" 3.8 (07 - 2007)
Basalt black with stone grey leather
53,000 miles **£33,000**



911 997 "2S" 3.8 tip (57 - 2007)
Meteor grey with black leather
65,000 miles **£33,000**



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



911 997 "2S" 3.8 (07 - 2007)
Basalt black with black leather
48,000 miles **£33,000**



911 997 "2S" 3.8 (57 - 2008)
Silver with black leather
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911 997 "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles **£33,000**



911 997 "4S" 3.8 (06 - 2006)
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911 997 "4S" 3.8 (06 - 2006)
Silver with black leather
52,000 miles **£32,000**



911 997 "2S" 3.8 Cab (05 - 2005)
Silver with ocean blue leather
36,000 miles **£32,000**



911 997 "4S" 3.8 tip (07 - 2007)
Cobalt blue with ocean blue leather
65,000 miles **£32,000**



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 "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 (05 - 2005)
Silver with black leather
36,000 miles **£30,000**



911 997 "4S" 3.8 (06 - 2006)
Seal grey with black leather
75,000 miles **£28,000**



911 997 "2S" 3.8 (05 - 2005)
Silver with terracotta leather
61,000 miles **£28,000**



911 996 Turbo 3.6 tip (53 - 2003)
Silver with black leather
51,000 miles **£38,000**



911 996 "4S" 3.6 (53 - 2003)
Basalt black with black leather
55,000 miles **£27,000**



911 996 "4S" 3.6 tip (03 - 2003)
Basalt black with black leather
54,000 miles **£24,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
Lava grey with black leather
62,000 miles **£24,000**

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wheels up to 19in in diameter. The most significant updates from the 986 are in the cockpit interior, with a more prominent circular theme in the instrument cluster and cooling vents.

- The 987 Cayman S coupé goes on sale in late 2005, powered by the 3.4-litre flat-six mated to a 6-speed manual transaxle. An electronically controlled 5-speed Tiptronic automatic is also available on the S and, subsequently, non-S versions.

2006

- In the 2006 competition season, the RS Spyder is raced in the ALMS exclusively by the Penske Racing team. In its first full season, it wins all three titles: the driver, team and manufacturer's championships.

The highlight of the 2006 season is the overall victory over the most powerful LMP1 competition in the third race at Mid-Ohio.

- The Cayenne S Titanium Edition is a short run SUV featuring a lightweight steel body with titanium-painted panels and wheels, prefiguring the GTS version.

- The new 997 GT3 is launched, on sale in May 2006 in mainland Europe, and in August in the UK and USA. The UK price is £79,540 – amazingly, nearly £5000 cheaper than the 996-based GT3 RS – and in the US at \$106,000.

- At 521bhp, the Cayenne Turbo S sets a new power benchmark in the world of SUVs.

- The new 997 Turbo with Variable Turbine Geometry (VTG) is introduced at Geneva. Priced at £97,840, it is around £7500 more than the preceding 996 Turbo. The US launch is set for 8th July, with prices starting at \$122,900.

- The base-model 987 Cayman, with 245bhp from its 2.7-litre engine coupled with 5-speed transmission, expands the model range. Designed by Pinky Lai, most Caymans are built alongside the 987 Boxster by Valmet Automotive at

Uusikaupunki in Finland. Both the Cayman and 987 Boxster share the same mid-engined platform and many components, including the front wings and boot-lid, doors, headlights, taillights and forward portion of the interior. The design of the Cayman's body incorporates styling cues from classic Porsches including the 550 Coupé and the 904 Coupé. Unlike the Boxster, the Cayman has a hatchback for access to luggage areas on top of and in the back of the engine cover. The suspension design is fundamentally the same as that of the Boxster with revised settings due to the stiffer chassis stemming from the car's fixed roof.

- When the first Caymans arrive at dealerships Porsche adopts four cayman reptiles at Stuttgart's Wilhelma Zoo.

- A further new model launch is the 997 GT3 RS, on sale in the UK in October 2006 after its public debut at the Paris Salon in September '06, priced at £94,280.

- The glass-roofed Targa is announced in August 2006. Based on the existing wide-bodied Carrera 4 and Carrera 4S models, and using essentially the same sliding glass roof as in the previous 996-model Targas, it is available in the UK from 18th November, priced at £70,320 and £77,370, respectively.

- In the American Le Mans series, the Porsche RS Spyder prototype achieves a championship victory in the LMP2 class.

2007

- For 2007, the base-model Boxster is fitted with a revised engine featuring VarioCam Plus valve timing, while the Boxster S engine is upgraded from 3.2- to 3.4-litres. Essentially, both Boxster models receive the engines from their corresponding Porsche Cayman variants, bringing with them a corresponding power increase. These upgrades make the Boxster and Cayman series equivalent in terms

of power.

- The model range is extended with the 997 Carrera 4 and 997 Carrera 4S in Coupé and Cabriolet versions.

- The soft-top version of the 997 Turbo is launched, managing to be virtually as quick as the Turbo coupé.

- Timo Bernhard wins the Nürburgring 24 Hours in June in the Manthey Racing team 997 GT3 RSR.

- Porsche teams lock out the entire GT podium at Le Mans, with the French IMSA Performance Matmut squad scooping the 24-Hour honours, as well as winning the inaugural environmental Michelin Green-X Challenge, establishing that the GT3 RSR is the most efficient car in respect of fuel consumption and average speed.

- The new Cayenne GTS offers greater performance and agility, and an even more direct response. The uprated 4.8-litre V8 engine delivers 405bhp.

- The ALMS success story continues with the second-generation RS Spyder: 12 races, 11 class victories, 8 overall victories, plus Team, Constructor's and Driver's World Championship titles.

- The 997 GT2 is launched in November. The rear-wheel drive 997 GT2 is the fastest and most powerful 911 ever, taking 3.6-seconds to accelerate from 0- to 60mph and passing 100mph in 7.4-seconds, with a top speed of 204mph. As well as being rear-drive only as opposed to 4WD, the GT2 differs from the 997 Turbo visually in respect of its front bumper panel that lacks foglights and has twin air intakes either side of the central intake, plus larger rear wing and twin titanium tail pipes.

- Expansion of production facilities begins in Leipzig.

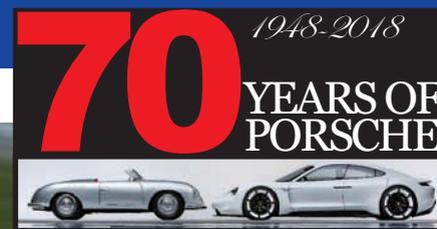
2008

- The Boxster and Boxster S models receive a facelift in 2008. Changes include

Above left: The GT models prove hugely popular (and in later years, somewhat divisive), so no surprises when a 997 GT3 is launched in 2006. Above: 997 Turbo is the latest Turbo 911

Below left: Porsche endurance racing stalwart, Timo Bernhard, wins the Nürburgring 24 Hours in a Manthey Racing GT3 RSR in 2007. Below: With a top speed of 204mph, the 2007 997 GT2 is the fastest 911 yet





Above: 28 special Cayennes are built for the arduous Transsiberia rally in 2008. Right: Boxster RS60 Spyder celebrates the Type 718 RS60 race car of 1960. Later, 718 would become the official model designation of the Boxster

an increase in engine displacement to 2.9-litres for the Boxster, incorporation of Direct Fuel Injection for the Boxster S. Both models now come equipped with a new 6-speed manual gearbox or the brand-new 7-speed PDK Doppelkupplungsgetriebe dual clutch gearbox. Cosmetic changes include new head and tail-lights, larger front air intakes with day time running lights, and an altered lower rear end flanked by twin diffusers.

- Porsche introduces the PDK double-clutch transmission, direct fuel injection (DFI) and new PCM on the second generation 997.

- At Le Mans, the Dutch Van Merksteijn Motorsport RS Spyder wins the P2 class by seven laps, ahead of the similar car of Danish Team Essex.

- Ambitious CEO Wendelin Wiedeking has been making plans to buy up Volkswagen, but by October the bid has failed, Porsche racking up more than €10bn in debts but falling short of the 75% of shares targeted. Four years later, the tables turn as VW responds by purchasing 49.9% of Porsche.

- The Cayenne Turbo receives a larger 4.8-litre engine, while the contemporary Turbo S takes power up to 550bhp.

- The Boxster RS60 Spyder takes its name from the Porsche Type 718 RS60 sports-racing car of 1960. At £45,400 the RS60 carries a £5500 premium over the standard Boxster S, flaunting metallic-silver bodywork, red soft-top and upholstery, and 19in wheels, but it's a low-volume model with just 1960 examples made.

- Porsche builds 28 special Cayennes, which are handed over to teams representing its national concessionaires to contest the arduous Transsiberia rally: modifications to front and rear bodywork to increase approach and departure angles

allow the 'Transsiberia' to attack and overcome inclines of 45-degrees. The underside of the chassis is clad in skid plates to guard against projecting rocks, while A- and B-pillars are strengthened. Body and doors are sealed up to the height of the window against water penetration, which, in concert with the snorkel, enable it to ford rivers to a depth of 78in. The following year 600 road versions are available to the public.

2009

- Named after the Mexican Carrera Panamericana road race, the twin-turbo front-engined 500bhp V8 Panamera is unveiled at Shanghai in March, broadening the company's line up as a full-size luxury four-door saloon. Assembly of the Panamera production commences at Leipzig; engines are built in Zuffenhausen, bodies created at VW in Hanover, with final assembly at Leipzig.

- In April, revisions are announced for the 997 range, including a facelift, direct injection engines and the PDK dual clutch transmission, plus torque vectoring system for the Turbo.

- The new 997 GT3 and 997 GT3 RS are introduced.

- The new 997 Turbo features direct fuel injection (DFI), Variable Turbine Geometry (VTG), VarioCam Plus and PDK double-clutch transmission, producing 500bhp and theoretically returning 24.8mpg.

- Power increases are announced for the Boxster and Cayman models, plus several new cosmetic and mechanical upgrades. A facelifted version of the Cayman is released in February and, as with the Boxster, the base-model Cayman's engine displacement is increased from 2.9-litres, while the Cayman S gains direct fuel injection. Both

the Cayman and Cayman S maintain a slight 9bhp power advantage over their Boxster siblings, while a limited-slip differential is now a factory option.

- Porsche rounds off the decade by returning to the iconic imagery of its roots with the 997 Sport Classic. Introduced at Frankfurt in 2009, it's priced at £140K in GB. The body is 44mm broader-beamed, but the most obvious references to the firm's halcyon days are the ducktail engine-lid spoiler, the pair of retro racing stripes running over the roof and front lid, and the Zagato-style double-bubble roof. The fuel cap purports to be classic alloy, and the doors are actually in aluminium. The period look is enhanced by its 19in factory-made Fuchs alloys, shod with Pirelli P-Zeroes, 235/35 ZR19 on the front and 305/30 ZR19 on the back. The Carrera S 3.8-litre flat-six develops 23bhp more than standard, giving 403bhp, achieved via mods to the intake manifold, airflow and special exhaust system with split twin tailpipes. It's coupled to a short-shift six-speed manual gearbox rather than an overly modern PDK 'box, enabling top speed of 187mph, while 0-62mph takes 4.6sec. Under the ducktail is a carbon air-intake box indicative of the Porsche Exclusive Power Kit, and it's fitted with non-classic ceramic composite brakes, a limited-slip diff, while suspension consists of PASM with 20mm lower ride height and wider rear track. The Espresso brown and Hound's-tooth woven leather and tweed cabin is also different to standard fare, and the paired grey racing stripes are echoed on the gear lever knob and the rev counter, too. It's symbolic of the times: as hoards of enthusiasts backdate modern 911s, Porsche follows suit, though just 250 units of this exceptional masterpiece are released. **PW**

Below: Porsche's model range expansion continues with the Panamera in 2009. Right: Stunning 997 Sport Classic





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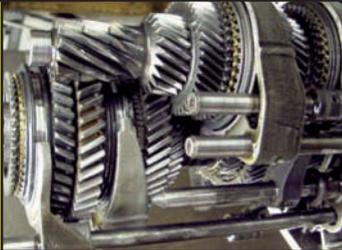
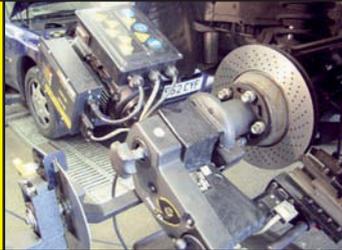
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readers and wish them a

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Words: Johnny Tipler Photography: Antony Fraser

BUBBLING UNDER

When you need to collect a consignment of Vintage Champagne from its Reims Domaine, the car of choice is a Panamera 4S Sport Turismo. Packed with bubbly, the latest Porsche load-lugger is fizzing with energy all the way along the autoroute



Bucks fizz? Not likely. We're after the total bubble bath. With a very special Yuletide ceremony on the horizon, our camera-toting chum borrows an estate car and pops over to the Pommery vineyard (plus a bunch of Euro specialists including Ruf and FVD) at Reims to pick up a dozen cases of Vintage Champagne. Along for the ride are his close friend, Ms Ingrid Williams, and me. It's not just any old shooting-brake, either – this is a Panamera 4S Sport Turismo, offering plenteous capacity for the fizz, plus our luggage and his camera gear. No coincidence our allotted vintner is Pommery, because they support the Porsche GB Carrera Cup series, of which, aptly, we catch a round at Brands Hatch on our return from France.

Late September we convene at Port Early Arrivals, AKA Folkestone services on the M20, where I park up my Boxster for the week. In the interests of swift onward motion (and the hour's time difference), we elect to make the outward-bound channel crossing courtesy of Eurotunnel, opting for a more leisurely return aboard DFDS's ferry from Calais. Breakfast consists of egg 'n' bacon rolls and Latte from the gallant ladies running the chuck wagon, where you queue for the tunnel, and munched aboard the train. The run to drop off Ms Williams for her appointment at Fontainebleau is straightforward enough, cruising 300km of the Autoroute A1, circling the eastern periphery of Paris and heading for Evry and Melun before arriving in the palatial town. I've brought along a digital device that expedites our passage through payage tolls: simply by waving it at the overhead cameras on approach it triggers the barrier to rise. The Sanef bill catches up a few months later.

We have a day or two to kill before our appointment with Pommery, so we explore vineyards further south in Burgundy. The terrain is coarser here, interspersed with rocky outcrops and escarpments, compared with the rolling hills of the Champagne region. It gives me a chance to evaluate the Panamera, and first impressions are of a large, stately and imposing limousine. Going slowly, it feels a bit ponderous, but the grander the road the lighter and more purposeful it gets. A squeeze of the throttle hints that it is quite nippy. Despite its big front-engined, four-door frame, the Panamera's character is not like a Cayenne or a Macan. The 2.9-litre twin-turbo V6 engine develops 440bhp and 550Nm, allied to an eight-speed PDK, and it does do the business, despite the size of the car, but it isn't effortless in the way the old 4.8-litre V8 was. But the world moves on and emissions rules prevail, and Porsche is nothing if not pragmatic. Sure, there's plenty of oomph, it's just short of enthrallment; but hey, we're talking practicality here, not to mention transcontinental comfort. It's a long-distance cruiser, a station-wagon, and obviously not a trackday special. We see 26mpg, and discover it costs €150 per 90-litre tankful of 98-octane to brim, so that's a range of just over 500 miles. Travelling at 80mph on the Autoroute we're able to have a normal conversation (in the front) so inner tranquillity is clearly one of its attributes; there's no wind noise from the wing mirrors and just a general acoustic hum from the tyres. It feels a bit tight in the front, though there is plenty of room for this six-footer in the back; only difficulty is I can't hear what they're saying (about me) in the front. By compensation, we balance up the speakers so I can at least hear the music properly. There's also more glass area in the Sport Turismo, which makes it feel less





claustrophobic than the saloon version.

The controls are augmented by the speed dial on the wheel for Sport and Sport Plus, and the shift knob engages reverse, neutral and drive with 'P' for parking as an ancillary button on the lower end of the stubby lever. I can push it across for manual mode to employ the flappy paddles. As is now customary, the parking brake is a little switch under the dashboard, and, as my companion never tires of demonstrating, the heated seats are remarkably efficient. I respond by surreptitiously applying Sport mode.

We pick up Ingrid in Fontainebleau and drive the two hours to Reims. Located in the downtown restaurant and clubbing quarter, our hotel is decorated like a jaded bordello – it's what you get for booking rooms on the move with your iPhone. Nevertheless, it does mean we get a decent dinner nearby. At cameraboy's behest, we are on the move at

6.00am next morning so he can catch the spectacular sunrise at Reims racetrack, even though that means pointing our Panamera the wrong way alongside the pits – contrary to the racing direction. Snaps taken, we motor over to the other side of the city and drive imperiously through iron gates up to Domaine Pommery's grand entrance.

This Champagne house was founded in 1836, and Monsieur Pommery took over in 1856. After his death in 1870 his daughter Louise ran the business, increasing production from 45,000 bottles a year to 2 million. In 2002 Pommery became part of the Vranken Group, the world's second most prolific Champagne producers.

The Domaine is quite extensive, including the residence and the production winery where the Champagne is made. The adjoining vineyard is named after Madame de Pompadour, mistress of Louis XV, while the

architecture was inspired by Inveraray Castle in Argyll and Mellerstain House in the Scottish Borders, both by Robert Adam. The entrance to the spacious reception area is pure Gothic Revival, its chequered masonry reminiscent of Siena cathedral. There's a great deal of modern art on show, too, including the perplexing spiked aluminium sculpture in the forecourt. As well as the remarkable ceremonial barrel from the 1924 New York World Fair, there's the WSC LMP2 "bitsa" that raced at Le Mans in 2013. But most of the art is down in the cellars, suitably illuminated.

We're greeted by PR lady Bénédicte, who introduces us to our personal guide, Louise. We pass through a portal the size of a church door into a dimly lit stairwell. Lights play disconcertingly up and down. Deeper than any underground station, the stone stairs lead down to the maze of cellar tunnels and galleries 100ft below. The astute Madame

The Eurotunnel takes the strain of the outward journey. Cars as big as the Panamera are a tight fit these days in the narrow carriages

Below: Left atmospheric Reims at dawn, worth getting up for. Below: This Pommery associated LMP2 car raced at Le Mans in 2013



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Pommery bought an ancient chalk mine and planted up the vineyards at ground level. The atmosphere down here is suitably weird. The acoustic soundtrack is a slowed-down Ave Maria and the neon lighting follows the natural cracks of the chalk walls. Lots of modern art installations augment the 19th century ones. Appropriately, a large-scale bas-relief

dug 18 kilometres of tunnels linking 118 chalk pits, and that's how the chalk caves finally became Champagne cellars. It's 30 metres deep, and that means we have a constant 10-degrees Celsius and 80-percent humidity, which is ideal for the ageing of Champagne.' During WW1 Reims was close to the front line and much shelled, so the cellars and tunnels

warm, with no bubbles, so it was always a dessert wine. Even in Madame Pommery's day it was really sweet, sweeter than Coca-Cola, which the English didn't like at all. Great Britain was the most powerful country in the world at that time, so, to attract the British market, Madame Pommery set out to create a Champagne that would correspond to their tastes. In 1874 she made the first ever Brut Nature, which only contained the natural sugars of the grapes, so that was one of the major innovations in the history of Champagne. Nowadays the Bruts represent over 80 per cent of the production of the whole region, so it's thanks to the good taste of the British that we have Champagne.'

Only one person has the key to the locked caves, and that's the Cellar Master. 'He is the most important person in the Champagne house,' says Louise. 'The Cellar Master has a perfect sense of taste and smell, and he and his team of five people are responsible for the quality of the product, so we need their approval for the lighting and environment, which has to remain constant, and they are responsible for the blends, because the

Loaded up and ready to go. The Panamera Sport Turismo is the ideal continental load lugger when it comes to transporting enough Champagne for a bit of a party. And yes, we did pay for it! Note the spiked aluminium sculpture in the foreground

“ This Champagne house was founded in 1836. Pommery took over in 1856 ”

sculpture dated 1884 depicts Silenus, the adopted father of wine god Bacchus, on the lash, quaffing with satyrs and dancing girls.

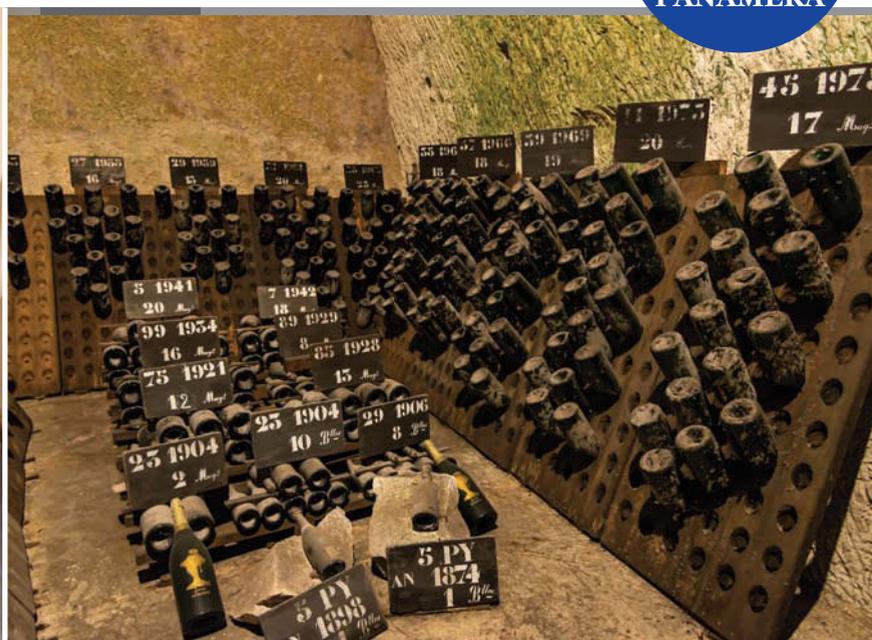
These chalk pits were dug by the Romans, mining for building material in the days of Julius Caesar. 'So, they were originally quarries,' says Louise, 'and the site was abandoned till Madame Pommery bought it. She employed Belgian coalminers and they

were transformed into an underground city where inhabitants were relatively safe.

Champagne was very different in the 18th century. 'They drank from V-shaped glasses,' Louise tells us, 'because they didn't know how to get rid of the dead yeasts, so diners would need to decant the Champagne before their meal and let it sit for two hours, so by the time it was drunk it had become

Below: Rich carvings and some very modern installations dominate





The bubble car might be a very cute way of transporting your champers, but we'll stick with the Panamera, thanks. Right: Down in the cellars and some of this stuff is really rather old

grapes vary from one year to another, due to the weather. Our grapes are mostly Chardonnay, Pinot Noir and Pinot Gris, so they all have their unique personality, and blending is the art of marrying them to create our Champagnes.'

The Champagne region's climate and chalky earth are unique, so that the same grape variety grown in another region with a similar climate but different earth would produce another style of wine. 'Even the distance between the rows of vines is controlled, even the quantity that we can harvest, and we need to harvest the grape by hand as well.' As well as the 25-hectare Madame de Pompadour vineyard, the grapes are also picked from other vineyards. 'We have vineyards everywhere in the region, but we're also purchasing grapes from other producers. Grand Cru is the top quality, and there are only 17 vineyards in the whole region able to achieve this standard.'

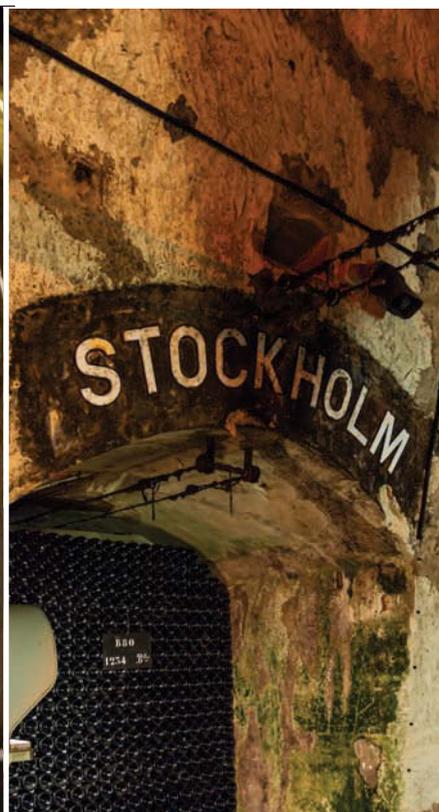
Here comes the biology. Champagne making is a long, regulated process, and

there are many rules, starting with how the grapes are grown. The first step is the harvest – the vendange – when the grapes are picked by hand, usually in September, 90 days after the first blossoms. The grapes are pressed to extract the juices, which are delivered to the winery for the first fermentation, which is the yeast transforming the sugar into alcohol and carbon dioxide to create alcohol. The first fermentation takes place in an open vat, so that the gas escapes and it's a still wine at that stage, and then they're blended to create the personality of Champagne that the cellar master is looking for. Sparkling wine needs a second fermentation in a closed environment, and for Champagne that takes place in the bottle. So, the bottles are filled with the still wine and a little yeast and liqueur, and then stoppered. The gas is trapped inside, and that's how the Champagne becomes sparkling. The contact between the wine and the deposits creates a chemical reaction that forms the aromas and taste of the Champagne. That's why it's important to lay

the bottles horizontally for several years.

The sedimentary deposits are removed using riddling racks – the remuage. The bottles are horizontal when they're placed in the rack, and every day each bottle is rotated one-fourth of a turn to the right and one-sixth to the left. This ratio is perfect to allow the Champagne decant itself, and every time it's turned the bottle is also tilted so the sediment gradually accumulates in the neck. Then the neck is immersed in a freezing liquid to freeze the sediments. The bottle is then turned upright, and because it's frozen the deposit remains at the top of the bottle. There's 6-bar of pressure in the gap between the Champagne and the sediment, and then the bottle is opened and the sediment pops out, while the Champagne liquid remains in the bottle. This is called the disgorgement, and to retain the pressure they very quickly add a liqueur – liqueur de dosage – which is the sugar content that's always stated on the label. 'It was a matter of trial and error, invented in the middle of the 19th century.'

Below: The maze of passages and cellars are 100ft below ground level and deeper than any underground railway





THANKS

Thanks to Porsche Cars GB for lending us the Panamera 4S Sport Turismo; Bénédicte Lemkecher of Vranken Pommery Monopole champagnepommery.com/en/marque/champagne-pommery; Eurotunnel for Shuttling us from Folkestone to Calais eurotunnel.com/uk/home; and DFDS Seaways for the Club Class priority crossing from Calais to Dover dfdsseaways.co.uk

explains Louise, 'and nowadays we use machines: we place 500 bottles in a metal cage, and the machine rotates them constantly for three or four days, as opposed to four weeks when it was done by hand. The largest bottles are still turned by hand because they don't fit in the cage.

Vintage Champagne is made solely from

produced this year, or two or three years ago, it will still have the same aroma and taste. The difference between vintage and non-vintage Pommery is 30 months for a non-vintage and minimum 12 years for a Vintage.

Annual production numbers some 20 million bottles. The regular 0.75-litre bottle is called a Champenois; a 1.5-litre is a

more intense the bubbles, the better the champagne quality.

Our lecture tour finished, we're refreshed with glasses of Pommery's Brut Royal at the expansive ground floor bar. No question, this is a delicious drink and I need no persuasion to buy a case of samples. Fraser and his companion are equally sold – mission accomplished – and we load up the waiting Panamera. A quick look around nearby Champagne city Épernay reveals one well-known Champagne house after another. The surrounding vineyards are labelled according to brand, and all the famous ones are here. Serried ranks of green troopers, the vines stand sentinel across every hillside, like giant green toast racks; roses planted along the periphery foretell the presence of bugs.

We programme the satnav for Calais and hit the Autoroute once more. DFDS's priority boarding means no queuing on quay at Calais, and we quickly settle into the top deck Premium Lounge for a serene crossing. 'Glass of Champagne?' asks the steward. 'Don't mind if I do!' We sip the champers, the Panamera guzzles the miles. **PW**

The Panamera has matured in to a handsome machine. The Sport Turismo is the pick of the range in our humble opinion

“ ‘Glass of Champagne?’ asks the steward. ‘Don’t mind if I do!’ ”

the grapes from the same harvest, so it has to be a great year, and the year named on the bottle is the year of the harvest, not the production year. Some years the harvest isn't good enough to make a vintage. Non-vintage Champagne is a blend of different harvests, and the purpose of a non-vintage is to provide the same overall characteristic taste and aroma, so it doesn't matter if you buy a bottle

Magnum, 3-litres is a Jeroboam – the one they spray each other with on the podium after an F1 race; 6-litres is a Methuselah and 9-litres is a Salmanazar. The cork is shaped the way it is so it doesn't pop out because of the 6-bars of pressure within the bottle, with a cork knob on the top for you to rotate. After the final corking the wire cage – the muselet – is fitted. When poured, the smaller and

Left: Dropping in on the Carrera Cup at Brands Hatch, a great way to finish off the journey. Below: The Panamera guzzles its own 98 octane Champagne



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1962 Porsche 356B T6 Twin Grille Roadster Stock 8694

This timeless 1962 Porsche 356B T6 Twin Grille Roadster is 1 of just 248 cars coach built by D'Ieteren in Brussels, Belgium. It is shown here in its original color code#6202 Ruby Red with black interior and has the Certificate of Authenticity included. It is equipped with twin-engine grills, outside fuel filler, manual transmission with a 1600 engine, dual carburetors, chrome wheels, OEM radio, rear luggage rack and includes the jack, spare tire, Tonneau cover and complete toolkit. Cosmetically very clean and presentable and was with the previous owner for over 20 years who drove the car sparingly. This car presents an extremely unique opportunity for the new owner to not only own a vintage Porsche 356 but to acquire one of the rarest roadsters the marque ever built. Mechanically sound. **For \$275,000**



1959 Porsche 356A Cabriolet Stock 10193
This highly collectible 1959 Porsche 356A Cabriolet is available in its original gorgeous color code#705 Fjord green with a beige interior. It comes equipped with a 912 engine with a manual transmission and includes the jack and spare tire. An extremely clean and presentable example which is highly sought after as a collectible. It has recently come out of long-term ownership and is mechanically sound.

For \$108,500



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

For \$139,500



1972 Porsche 911S Targa Stock 09877
This stunning 1972 Porsche 911S Targa with matching numbers, and the 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 \$149,500



1978 Porsche 930 Sunroof Turbo Carrera Stock A1143
The 1978 Porsche 930 Sunroof Turbo Carrera shown here in a beautiful Cashmere Beige, Code #D1 exterior over a dark brown leather interior comes equipped with a 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 \$129,000



1988 Porsche Carrera Stock 09807
The 1988 Porsche Carrera shown here is available in its original color code#80K Guard's Red with a black interior. It comes with a manual transmission, air conditioning, power windows, Fuchs wheels, sunroof, jack and spare tire. A very clean and presentable classic which has had the same owner for many years and is mechanically sound.

For \$37,500



1969 Porsche 911T Stock 10239
This very sharp mostly original paint 1969 Porsche 911T Coupe with matching numbers is available in its original color code#6805 Bahama yellow with a black interior. It comes equipped with a 5-speed manual transmission, Weber carburetors, Fuchs wheels and includes the spare tire, tool kit, jack and service documentation as well as the maintenance booklet. An extremely collectible vehicle which is mechanically sound.

For \$59,500



1973 Porsche 911E Targa Stock 10144
This very desirable 1973 Porsche 911E Targa with matching numbers is featured here in its original and very desirable color code#018 tangerine with a black interior. It comes equipped with a manual transmission, rally lights, air conditioning, MOMO steering wheel, Fuchs wheels and includes the original owner's manual and spare tire. This very sharp 911E Targa is an excellent weekend driver and is mechanically sound.

For \$46,500



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

For \$89,500



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 had the same owner for many years and has just recently come out of storage.

For \$36,500



1997 Porsche 993 Cabriolet Stock 09730
This very presentable 1997 Porsche 993 Cabriolet featured here with 72,553 miles on the odometer is available in its original color code#741 black with a black interior. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, cruise control, power windows, power steering, power seats, power soft top with boot, OEM stereo, drilled rotors, Porsche twist wheels, original owner's manual and includes the spare tire. A very clean low mileage Porsche 993, which is mechanically sound.

For \$36,500



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. 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



1970 Porsche 911T Targa Stock 10229
This 1970 Porsche 911T Targa with matching numbers is available in red with a black interior. It comes equipped with a manual transmission, OEM radio and Fuchs wheels. It had the same owner for many years and has been sitting in storage until very recently. It has a lot of potential and is an excellent car to take to the next level.

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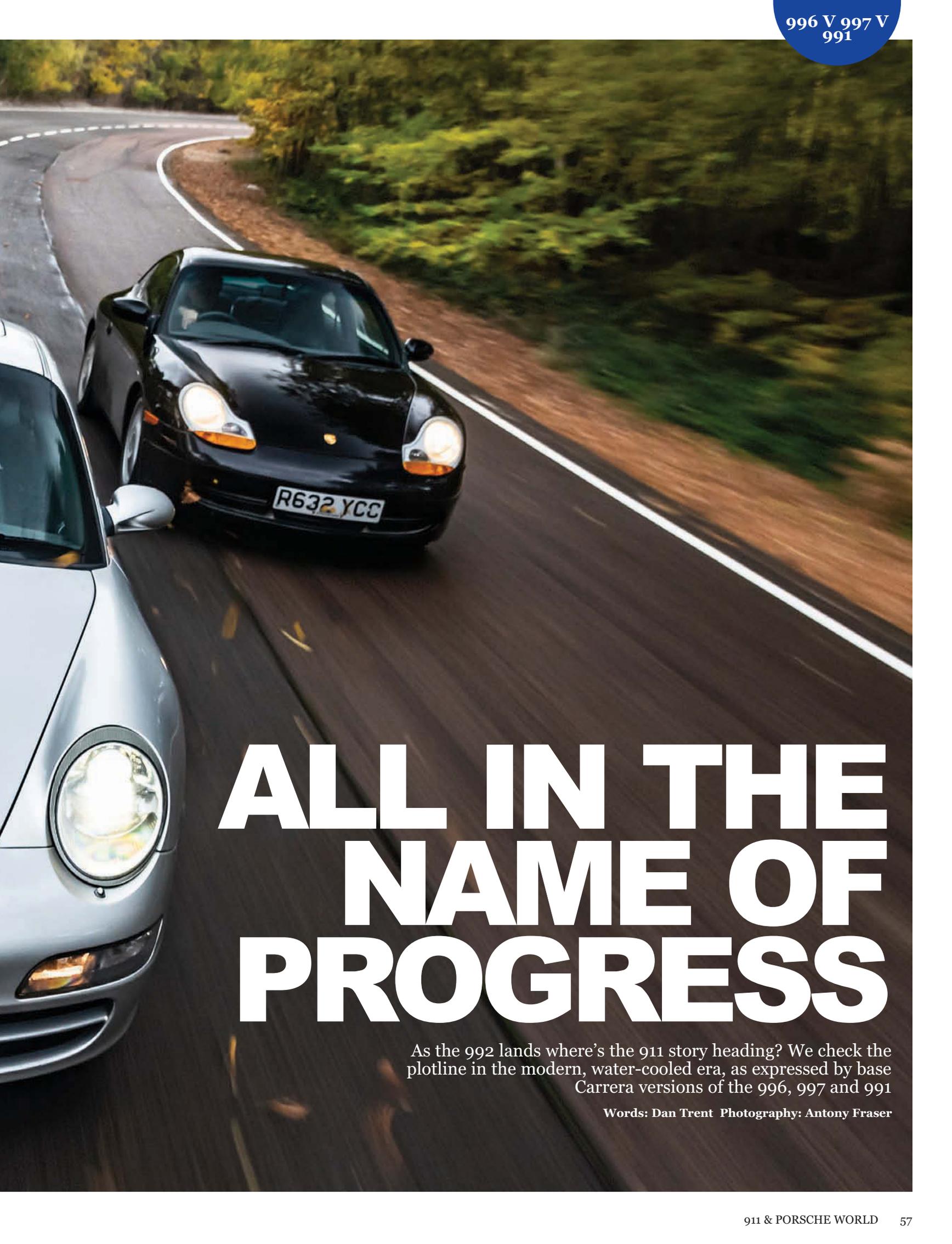


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ALL IN THE NAME OF PROGRESS

As the 992 lands where's the 911 story heading? We check the plotline in the modern, water-cooled era, as expressed by base Carrera versions of the 996, 997 and 991

Words: Dan Trent Photography: Antony Fraser



996 CARRERA 2

Model tested:	996 Carrera 2
Engine:	3.4-litre flat-six
Transmission:	6-speed manual
Top speed:	174mph
0-62mph:	5.1 secs
Power:	300bhp at 7400rpm
Torque:	258lb ft at 4600rpm
Weight:	1320kg

There are still those who struggle with the idea of a water-cooled flat-six in the back of a Porsche 911. But, let's face it, we're now two decades and three generations in and there's no going back now.

With the arrival of the 992 another chapter in the water-cooled story is soon to be opened, this pause between the teaser rides and the first drives providing moment for reflection on where the 911 has come from since that seismic debut of the 996 back in 1997. And, more pertinently, where it's going. The basis for any such comparison surely has to be the base Carrera, as close to plain vanilla as the 911

comes and foundation from which all other derivatives come. Put simply, for the true purist an unadorned Carrera is the purest Porsche of all.

Accepted wisdom has it that with each generation the 911 gets fatter, faster, more refined and more technically advanced. Arguments will continue to rage over which struck the most appealing balance between the apparently conflicting aims of usability and raw sports car thrills but, from the very start, the clear direction of travel has been to make each new 911 more civilised, mature and luxurious than the one before.

Certainly the two decades that encompass the water-cooled era have witnessed an astonishing pace of

technological development. The shift from air-cooling is the big emotional moment everybody talks about, but the 996 launched with naturally-aspirated engines, cable-operated throttles, hydraulically assisted steering and the bare minimum of driver aids or electronic assistance. The two-pedal option was still a torque-converter auto and by modern standards it's an 'analogue' car.

As 991 hands over to 992 engines are all turbocharged, paddle-shifted dual-clutch transmissions dominate and even Carrera buyers can choose from various adaptive damper packages, optional active engine mounts, active anti-roll, four-wheel steering, configurable driver modes, launch control,

Devoid of any sort of electronic intervention, save for switchable traction control, the early 996 is practically old school

996 shape is ageing well, after a shaky start. This is one of the very first off the production line in 1997, and one of the very first UK registered cars





carbon composite brakes and much more besides. It won't be there from the start but, within the lifetime of the 992, we'll see the first hybrid 911 and further steps towards autonomous driving.

All this is brought home to me as I climb into the 3.4-litre 996 Carrera provided for the shoot by owner Henry Powell. A 1997 car, signs point to this being among the very first 996s to be built and it survives in commendably original condition. The hard plastics on the dash and door cards are unusual and underline its status as an early car, the inevitable engine rebuild also revealing engine components were, if not pre-production, at least from a very early

phase in 996 construction. The true essence of the 996? It's right here.

And if nothing else it reveals the idea that each successive generation gains substance to be something of a lie. 993 fans will proudly boast of that car's solid build quality compared with the 996 and, for sure, those final air-cooled cars have a solidity about them this Carrera clearly doesn't. It's there in everything from fixtures and fittings to the plushness of the carpet and the feel of the switchgear.

The real shock, however, is that this 996 in some ways feels closer in spirit to early 911s than those late 993s. Few would dispute the old-fashioned quality embodied

by those last air-cooled cars. But, whisper it, by that stage the Carrera had become somewhat stolid and lost some of that light-footed agility.

Dismiss the 996 as cheaply built if you want. But this one feels tightly wrapped around its occupants and its responses enlivened by the relative lack of weight. OK, it's only less 50kg and plus 15bhp to the advantage of the 993 Carrera it replaced. But it feels quick on its feet while the sharp, responsive steering instantly puts you in a positive frame of mind.

The cable-actuated throttle has a natural and instantaneous response, too, the conventionally-hinged pedals another break

Kicking up the autumn leaves, narrow bodied 996 is the perfect size for thrills on UK roads

Swoopy cabin architecture is very '90s. Check out the radio/cassette, a nearly defunct medium even in 1997!



OWNER VIEW – HENRY POWELL

Although a car nut through and through Henry never considered Porsche ownership a life dream and more or less fell into the 911 world by accident. With memories of his father's old crossflow Caterham he'd been looking at getting a 'proper', raw, rear-wheel drive sports car in his life and had originally been looking at Lotus Elises.

But it's a small world, and when former 911 & Porsche World contributor Adam Towler called round in his 996 with his kids in the back it was Henry's wife who spotted the potential of a 911 for a car nut with a young family. Henry's path was set and a 996 was on the list, albeit with some specific requirements.

"Fried egg lights were a tick," he says, "and I wanted an early one anyway because of the more analogue feel and reputation for being simpler and more reliable. I researched the hell out of it but still ended up with one that blew up within nine months!"

In Henry's case that was bottom end collapse he attributes to most of its 100,000 miles to that point having been covered within the M25, but vendors Portiacraft honoured their warranty commitments and he took the opportunity to invest in futureproofing the engine with additions like Hartech Nikasil cylinder liners and, 5000 miles on, he's not had any further wobbles. He admits to being obsessed by any new noise, smell or flicker in the temperature gauge but appreciates the originality of the car, its rare early build slot and the unique features those bring. Most of all it drives beautifully, with a back-to-basics rawness and true 911 spirit few 996 critics would ever credit. Haters gonna hate as the kids say but proof this is a proper Porsche is there the moment you get behind the wheel.



with tradition but better placed and easier to use than those in older 911s. Whether you consider this dumbing down or pragmatic progress will depend on your viewpoint but, fundamentally, the 996 still feels more '911-like' than many credit.

This one's on the aftermarket Bilstein suspension but representative of an M030-equipped original car. There's a Dansk exhaust, too, which sounds nice but from inside the car the engine's defining characteristics are its smoothness and refinement. 300ps/296bhp is hot hatch power these days but Carreras have never been the power junkie's option and, as a package, it just feels fun to drive and with relevant performance and gearing for 'fast road' driving.

I actually like the look of it, too. The fried egg lights were desperately uncool for a long time but I reckon they're an important part of the 996 look and the car's clean, unadorned shape is maturing nicely. It'll perhaps never score as one of the all-time beauties. But the proportions are right and, in a modern context, it looks small and usefully wieldy compared with the later cars, a sense matched in its driving style. It's a pleasant surprise and validation for

those who've been going against the flow and quietly singing this car's praises.

Switching to the 997 is interesting. I might fight the 996's corner as being under-appreciated but there are no doubts its successor answered all the aesthetic questions hanging over the first of the water-cooled cars. After the shock factor of the 996 the 997 was, in some ways, a step

screen are dating badly, underlining how quickly things have progressed in that regard. The 996's cabin might feel a bit cheaper and its swoopy '90s modernism is very of its time but, without this very obvious 'date stamp', time is in some ways kinder to the older car.

This one has half the miles of the 996 and feels commendably solid throughout,

“ In a modern context, the 996 looks small and usefully wieldy ”

backwards given its return to 911 traditions. But it wears it convincingly, looking simply like a modern 911 and not a lazy, retro pastiche. Inside there's a definite step up in quality and, again, a return to more traditional looks and a more opulent, substantial feel. Indeed, you could almost write the 996 out of the story and see the 997 as the true successor to the 993.

Saying that, the central infotainment with its calculator-key sized buttons and tiny

not least in the firmness of the PASM suspension – one of the new features the 997 introduced to the Carrera range alongside now-familiar optional gizmos like Sport Chrono. In either mode it feels pretty firm at town speeds, the 997 feeling more tied down and planted, in part due to the wider track and fatter tyres (wheels went up an inch in diameter and width) but also thanks to the additional 75kg it's carrying.

Accordingly it feels a tad less urgent than

Below: Optional 18in 'Turbo twist' alloys, is how most 996s were specced. Right: 996 aficionados will hail this as an early, cable throttle M96 engine, for ultimate feel and control





997 CARRERA 2	
Model tested:	997 Carrera 2
Engine:	3.6-litre flat-six
Transmission:	6-speed manual
Top speed:	177mph
0-62mph:	5.0 secs
Power:	321bhp at 6800rpm
Torque:	273lb ft at 4250rpm
Weight:	1395kg

the 996 but the engine is strong and the smooth, linear power delivery encourages you to spend time in the upper reaches of the rev range. Thanks in part to the 3.6-litre displacement and VarioCam Plus on the

come at the expense of some of the older car's agility.

Another contributor to that perception is the mechanically variable ratio introduced to the steering rack, which calms off-centre

feedback through the wheel that keep you informed of what the car is doing. All the more enjoyable through a simple, slim-rimmed steering wheel thankfully free of modern affectations like odd contours, mismatched materials, ugly thumb cutouts or endless buttons. Bravo.

I'll put it down to a bad workman rather than the car but I can't seem to get my shifts and rev-matching as smooth in the 997 as I can in the 996, which may be down to the earlier car's cable throttle or just my lack of footwork finesse. It's still pleasingly mechanical to drive though, not to mention a delight to look at, to be seen in and generally be around. Consensus on the day is that, overall, this represents a sweet spot in the modern 911 story and the one we'd all like to drive home in.

I may be biased, given the 997 is 'my

Porsche concentrated on getting the curves right on the 997, after the rather flat-sided 996. And, of course, a return to the round (ish) headlights

Interior was a marked improvement in terms of materials. In a world of touch screens, the myriad of tiny switches give the 997's age away

“ Consensus on the day: The 997 represents the modern 911 sweet spot ”

inlet side (carried over from the 3.6-litre 996) power went up to 325ps/321bhp and torque from 258lb ft to 273lb ft. Porsche claimed a 20-second reduction in the Nordschleife lap time over the 996 but it's clear the extra speed and composure do

response while maintaining a comparable speed lock to lock. There's a tad less urgency to those first few degrees of steering input as a result but by modern standards the 997 steering is a lesson in weight, response and those gentle tugs of





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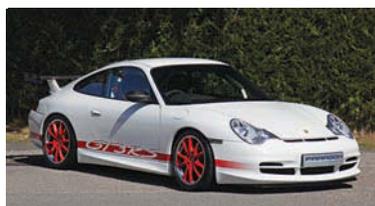
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Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)

£134,995



911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sport Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 26,917 miles • 2008 (08)

£84,995



911 Turbo (997 GEN II)

Carrara White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 20,913 miles • 2010 (10)

£79,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats Manual Gearbox • 18" GT3 Wheels Bi-Xenon Headlights • Air Conditioning 37,370 miles • 2003 (53)

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911 Carrera GTS (997)

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911 Carrera (997 GEN II)

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911' as in it's the vintage I was driving on launches when it was new and my gateway drug into the Porsche world. If the 996 was full of brave, forward-thinking optimism (some of it possibly misplaced) then the 997

line the newer car was 80 per cent new. Whatever the case, it's clear the 991 is a completely different beast, potentially as big an evolutionary leap as that from 993 to 996. Decisively, this is the moment the 911

had a product in the range to cater to keen drivers who might previously have bought entry-level Carreras. This provided opportunity to quietly raise the entry point to the 911 range and tip its balance more toward the mature, luxury-oriented market.

The 997 C2 can be provoked in a way that the 996 can't, thanks to the extra torque from its 3.6-litres

To achieve that the 911 had to be bigger, more technically advanced and considerably plusher, given a few options could have a Carrera rapidly closing on a six-figure price tag. Parked alongside the 996 and 997 the 991 appears from an entirely different planet, familiar silhouette or not. Although it's only 64mm longer, and identical in width, the extra 100mm in the wheelbase, significantly wider front track and extra distance between the headlights mean the proportions are very different from the more classic 911 shape of the 997.

Engine carried over from the gen 2 996 C2. It's the torque that you notice over the gen 1 996's earlier 3.4-litre engine

“ The 997 was Porsche taking a step back into its comfort zone ”

was Porsche taking a step back into its comfort zone and playing things a little safer. Accepted wisdom has it the 997 is little more than an evolution of the 996 and it's true the two feel broadly similar, despite the official

took a deliberate step upmarket into a more mature, GT-like character. With the Cayman range finally permitted to fulfil its potential and offered in increasingly powerful, focused and expensive variants Porsche





The 991's cabin is a bigger and more luxurious place. PDK 7-speed features in prominent, raised centre console. Screen is small by last of the line 991 standards

The 991's limits seem almost beyond reproach, even on our damp test track on an autumn day

The perceived quality in the interior is from another age, though. There's plenty of plastic, true enough. But there's a crispness and modernity to the fit, finish and quality reflective of recent advances. The cues are all familiar, including the spread of five dials and the general architecture. But the 991 feels like a much bigger car and one more pampering of its occupants than any 911 up to that point.

This one – like most in the market – is a PDK and has the quirky (read, annoying) two-way shifter buttons on the steering wheel spokes. I remember on the launch for

this car driving a PDK and wondering if the 991 was merely a synthesised modern interpretation of the 911 rather than the real deal. The electric steering, while better than most, is one example of where the 991 adds a level of digital compression and filtration to the driving process – if an air-cooled Carrera is vinyl and the 996 and 997 are CD then this is the Porsche 911 in MP3 form. Convenient and easy to use. But losing some of its soul in its lack of imperfections. In this sense I guess it's a truly modern car and very much contemporary in feel. On the launch I can

recall my mood shifting somewhat when I eventually scored a go in the seven-speed manual, this mechanical link with the engine shifting the balance back to the 911 being a proper driver's car.

Whatever other qualms there may be about the 991 the original naturally-aspirated Carrera engine remains a stellar feature, the more so given it's since been superseded by the 3.0-litre turbocharged motor and stands as the last of its type in a 'regular' 911. The short-stroke 3.4's throttle response is absolutely razor sharp and the sound at high revs is authentic enough to

991 CARRERA 2

Model tested:	991 Carrera 2
Engine:	3.4-litre flat-six
Transmission:	7-speed PDK
Top speed:	189mph
0-62mph	4.8 secs (with PDK and Sports Plus)
Power:	350bhp at 7400rpm
Torque:	324lb ft at 5600rpm
Weight:	1400kg





CONTACT
Thanks to 996 owner Henry Powell, RPM Technik (rpmtechnik.co.uk) for sourcing the 997 and to Cridfords (cridfords.co.uk) for the 991, which is currently for sale

prickle the hairs on your neck. Sure, it's enhanced with a resonator that pipes in amplified induction sound into the cabin. But the howl as the rev needle whips towards the redline is way more exciting

the two other cars can't match too, the body's part-aluminium construction meaning it's marginally lighter than the 997 despite the extra size and kit.

PDK shifts on this car are fabulously

Carrera with a sense of the older ones. If nothing else my theory that any 911 generation is best enjoyed in its most basic, unglided Carrera form is correct.

We'll have to see how much of this character is preserved in the 992 and whether the soul of the 911 can survive when smothered in ever more technology. Much as you wouldn't spoil a lovely single malt by topping up the glass with Coca-Cola some things are best enjoyed neat. The fact that there won't be a narrow-body option to enjoy the new Carrera in its most basic form is of symbolic concern to those of us who believe this is the best way to appreciate any generation. But, even then, this will be the model that will best demonstrate where the 992 is taking our beloved 911. **PW**

The 991 is a handsome looking machine, but its size takes it beyond the sports car and into the realms of the GT

“ The howl is way more exciting than either the 996 or the 997 ”

than either the 996 or the 997, the speed with which it gathers revs similarly in a different league. An additional 500rpm on the redline – now 7800rpm – adds ferocity

quick and delivered with a lovely zing. But you get the best of this motor with a manual and the few in the market deserve to be squabbled over if you want a modern

Below left: Last of the normally aspirated 911s. This 991 3.4 will surely be prized over the later 3-litre turbos in the future





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2010 911 (997) 3.6 Carrera Coupe Gen II
Guards Red, 2010/59, Manual, 34,650 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Porsche Sports Exhaust, Bluetooth, Heated Seats, Xenon Lights with Wash, 19" Black Sport Design Alloys with Porsche Crests, PSM. **£39,900**



2009 911 (997) 3.8 Carrera 4S Coupe PDK Gen II
Basalt Black, 2009/09, Automatic, 86,700 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Sport Chrono Pack Plus, Electric Sports Seats, Bose, Bluetooth, Xenon Lights with Wash, 19" Sport Design Alloys with Porsche Crests. **£34,900**



2011 Boxster (987) 2.9 PDK Convertible Gen II
Meteor Grey, 2011/11, Automatic, 43,600 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Sport Chrono Pack Plus, Bose, Sport Design Steering Wheel with Paddleshift, Heated Seats, Park Distance Control, PSM, Wind Deflector. **£20,900**

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DESERT STORMER

Porsche's assault on the awesome Paris-Dakar rally with a trio of 953s in 1984 prompted a fan to create a replica of the winning car, based on a 911SC. We played with it in a Belgian sand pit





It's not hard to see why someone would want to create a replica of the winning Porsche 953 on the 1984 Paris-Dakar rally. It was Porsche's second attempt on the event, encouraged by Jacky Ickx, the F1 veteran still at the height of his powers in the WEC, helming 956s to claim the Group C Championship crown in '82 and '83. So, his aspirations carried considerable weight at Weissach and, having won the Paris-Dakar in a Mercedes G-Wagen in 1983, he had no difficulty convincing the Porsche management to create a team to contest the event. Rothmans, who sponsored the WEC Group C cars would back the Rally-Raid expedition, too, while the 1981 winner, René Metge, was also co-opted onto the driver roster. Weissach's own Roland Kussmaul would helm the back-up car. Historically, Porsche had rallying experience in the Safari Rally in the '70s, so an extreme event like this was not entirely a novel venture.

The 1984 Paris-Dakar was the 6th running of the event, passing through the Sahara, the Ivory Coast, Guinea, Sierra Leone and Mauritania. The Dakar army, 427-vehicles strong, consisted of trucks, motorbikes and cars, all highly modified to deal with the ultimate rigours of a desert crossing and uncharted tropical forested tracks.

The model platform selected for the Dakar was based on the current production 911SC, though there were no homologation issues as the event was not run under the jurisdiction of the sport's governing body. They could configure it how they liked. For his part, Ickx relished this anarchic aspect, and when I interviewed him at Goodwood 30 years later, he cited the Dakar as a transformative experience, way more up his street than circuit racing. 'When I started with Paris-Dakar my vision of the world and the people changed completely,' he said. 'That is the most important part of my life, the era when I went to Africa to compete in off-road racing. If you asked me which part of my life I prefer, it's this one. I discovered the world was much wider than I saw it before, and then really I became somebody different.' I mention this because, again, it demonstrates why a Dakar rep is such a lure.

The 953 was the first example of Porsche's concerted assault on the Paris-Dakar, which featured the four-wheel drive 959 for the 1985 and 1986 events. Desert racing demanded full-on off-roading capability, so the Weissach SCs were



endowed with way more ground clearance than regular rally machines – 27cm, almost 1ft. The front wheels were located by dual lateral arms with twin dampers per side, pre-figuring the 959. At the rear, trailing arms were raided from the 930 Turbo parts bin and clad in plastic, with coil-over dampers and machined CV joints and drilled half-shafts. In

Kevlar skin, 10mm thick, though lighter than an equivalent aluminium plate would have been. It had a welded-in steel roll cage, and a central tunnel for the front driveline was installed. All suspension pick-up points were reinforced, with the steering box placed inside the front boot due to the high ground clearance. While the glassfibre rear bumper

A 120-litre (31.7-gallon) fuel tank occupied most of the front compartment, whilst a second 150-litre (39.6-gallon) tank lived in the back of the cabin. There was a plumbed-in fire extinguisher system, and a comprehensive tool kit on board including hydraulic jack and electric compressor, plus first-aid kit that included emergency flares and snakebite and scorpion sting serum. Amusingly, when subsequently checking out the Jacky Ickx car #175, mechanics discovered a switch hidden beneath the dash with no obvious purpose. They traced the wires to the back lights and realised that it was so Ickx could turn off the rear lights so no one could follow him through the dust!

In his mind, he's Jacky Ickx. In the real world he's Johnny Tipler. Life can be so cruel

“ Ickx could turn off the rear lights, so no one could follow him ”

practice, the CV joints boots needed changing several times during the Rally, but the brake pads lasted two-thirds distance – not bad on a 7000-mile event. Dunlop sand tyres were fitted, and apart from five punctures, lasted 5000-miles over supremely arduous terrain. To protect the cars from which, the underside of the floorpan was clad in a carbon-fibre and

was pierced with cooling slats for the benefit of the oil cooler, the front wings, doors, engine lid and bootlid were in glassfibre, and side windows were Plexiglas with sliding openings. Surprisingly, the standard windscreen was considered tough enough for the event, though the rear screen was a removable panel to give access to the two spare wheels.

Weighing in at a hefty 1210kg, the three 953 SCs were not further burdened with sand ladders, since their approach and departure angles meant they were capable of tackling 45-degree inclines in any case.

Has there ever been a sportscar as versatile as the 911? From road to track to desert raid, the 911 could turn its hand to all terrains and disciplines

Power came from the 3.2-litre 953/84 flat-six, with lower-compression ratio and thus able to function on low-grade fuel. With modified exhaust, power was 225bhp.



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Economically, it was extremely efficient: Roland Kussmaul's fuel consumption averaged 18-litres per 100km (13.1mpg) and the winning car of Metge/Lemoine consumed a mere 5-litres of oil over the Rally's 11,000kms (7000-miles) duration,

unrecognisable with all the navigation equipment on board. But we can still pretend we're living the dream. Here's how that dream panned out, 34 years ago. The Sixth Paris Dakar rally started in Paris on 1st January '84, on a morning so frosty that the

preclude much sleep. The following day a special stage of almost 300km on stony desert caused two punctures on the Ickx-Brasseur 911, costing them 28 minutes, with Roland Kussmaul in the support 953 on hand to assist. The #176 car of René Metge and Dominique Lemoine also burst a rear tyre on the rocky terrain, compounded by fuelling problems, though they managed 3rd place on this stage.

Take off! We've got a sandy quarry at our disposal and a Paris-Dakar replica that's built to take it. Of course we're going to yump it!

“ Our feature car is 2WD, whereas the three Dakar 953s were 4WD ”

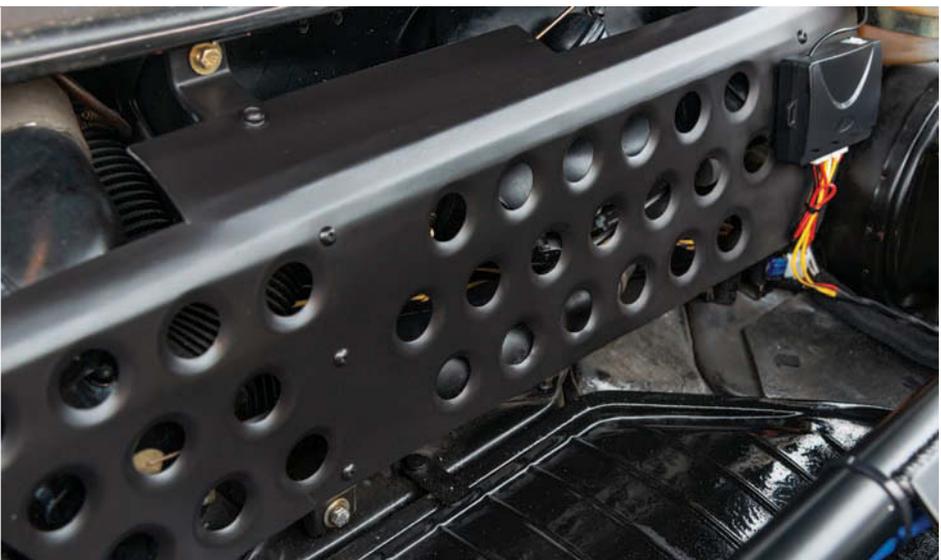
whilst running at least part of the time flat out in deep sand.

And sand is what we've got here. Our feature car is 2WD, whereas the three Paris-Dakar 953s (the two rally cars, #175, #176 plus support car #177) were 4x4s, and the interior of their cabins completely

bike riders had difficulty keeping their machines upright on the dais. It could only get warmer. Ahead of the 427 entrants was the 1072km run to Sète on the French coast for the Mediterranean crossing to Algiers. Now the rally proper began: 925km to El Golea, reached late enough in the day to

Next instalment was from In Salah to Tamanrasset, 666km, including 202km of special stage. Some 70km after the start of the stage the Ickx-Lemoine 953's dashboard wiring harness caught fire – a wheel jack had broken free and shorted out the cables. It appeared that their rally was over, but its crew, assisted by Kussmaul and two other mechanics, Kieffer and Riley, aboard the 4x4 support truck, managed to fix it up within the time allowed so they could continue. The 5th leg, comprising 588km, of which 270km were

Strut braces for increased rigidity and drilled aluminium panels for that rally look



special stage, took competitors from Tamanrasset to Iférouane. By now Metge was concerned that the pace of travel over rocks and sand might see his 953 encounter the same malady as Ickx's wiring loom. The Belgian, meanwhile, was still some 4 hours behind the leader. However, at the end of this stage the three 953s proved quickest, with Ickx/Brasseur 1st, Metge/Lemoigne 2nd, and Kussmaul/Lerner 4th – with a Lada 3rd quickest. This left Metge/Lemoigne in 1st place in the general classification, followed by the Lada and a bunch of Range Rovers.

The 6th leg took three days to cover, from Iférouane to Chirfa, 1400kms with 559kms of special stage, heading into Niger through the Ténéré desert. Few visual cues regarding direction of travel exist in this inhospitable wilderness, flat to the horizon or traversed by sand dunes. Notwithstanding, the three 911s were clocked doing 180kph in searing heat, and ended up stage winners, with Metge/Lemoigne still topping the table.

Averaging 130kph over 617km of the 8th leg from Dirkou to Agadez, the 911 trio once again proved quickest on the stage, with the Ickx car back up to 10th overall. While Metge rolled blithely on over the next stage, the Ickx car had an off, forfeiting three hours.

Controversy surrounded the 10th leg from Niamey to Ouagadougou, 647km, including 464km-worth of special stage, as the Rally-Raid left Niger to enter Burkina. In the middle of a timed special stage, the local authorities

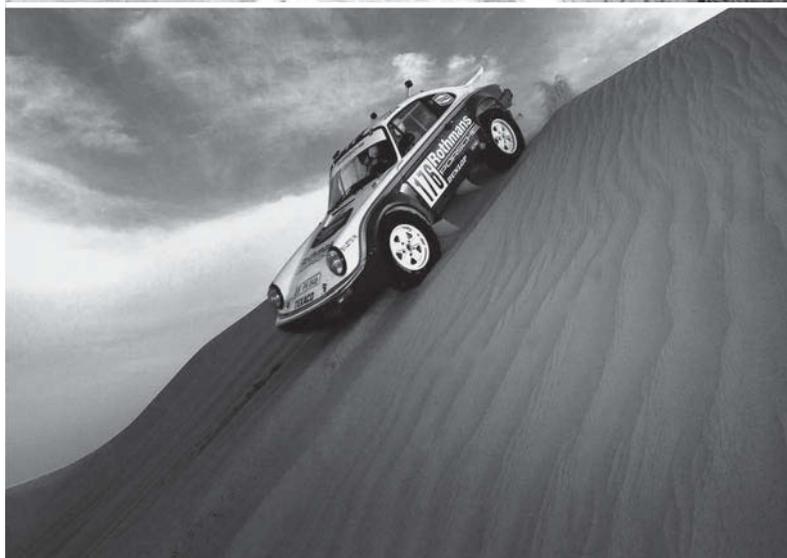
decided to prevent competitors reaching the border post. The first crews to arrive forced the issue and got through, but the majority were halted. Eventually the organisers enabled the rally contingent to proceed, and duly cancelled the stage, to the dismay of those who'd made it through in the first place. Meanwhile, the 953s were readied for the 533km special stage from Ouagadougou to Bouma in the Ivory Coast. The night before, the organisers warned drivers and bikers to watch out when passing through the many villages en route for discarded rusting corrugated iron, tree stumps and other obstacles. That wasn't what sidelined Kussmaul: his 953 scored a barrel as well as running off the track, while Metge hit a cow and damaged the glassfibre front of the car. Amazingly, they still led the overall standings, with Ickx now up to 8th.

The 12th section from Bouma to Yamoussoukro was 673km, including 328km special stage, over tracks flanked by tropical vegetation, and René Metge moderated his pace a little to avoid another animal encounter. An Opel Manta won the stage, though Metge still led overall, with Ickx 7th and Kussmaul recovered to 8th. Next, 398km from Yamoussoukro to Touba was characterised by dust thrown up by cars traversing the narrow foliage tunnel precluding any overtaking. Nevertheless, Ickx/Lemoigne proved quickest on this stage, with Metge 2nd and Kussmaul 5th. Now the

rally entered the Guinea forest, with trees of 4m high, and contestants were exhorted to stop in each village they passed through to ask its name in order not to get lost – though the names changed randomly, there were no credible maps, and no definitive tracks through the forest. Narrow bridges were made of logs, too slippery for the motorbikes, which were obliged to ford the rivers. Undeterred, Metge/Lemoigne kept their lead, while Ickx/Brasseur moved up to 6th overall. Leg 15 covered 581km from Kissidougou to Freetown, through thinner forest, and then 152km of desert stage, which proved too hot for Metge, whose Porsche was struck by one of the Range Rovers as it tried to overtake. This Solihull vehicle went off the track just 15km from the finish, and though Metge was well out of the running on the stage he still retained the overall lead.

As the event entered its final third, contestants enjoyed a breather in Freetown, capital of Sierra Leone, as well as visiting the Guinean capital, Conakry, on a newly-paved road symbolising the reopening of a previously closed border. From Labe to Tambacounda meant covering 457km through the Senegalese bush, including 221km and 166km of technical special stages on bumpy tracks, accomplished without significant change to the running order. While Ickx won the first stage, Metge took the second, consolidating his place at the top of the table. Then, the penultimate

Tough doesn't even begin to cover the challenge of the Paris-Dakar. This is René Metge and Dominique Lemoigne on the 1984 event





stage from Tambacounda to Sali Portudal led to the white sands of the Senegalese coast, and as Metge/Lemoyne briefly mis-routed, the Kussmaul/Lerner 953 took the stage win, with Ickx/Brasseur close behind.

Finally, the 230km from Sali to Dakar was something of a formality, laid on for the

in #176, and Kussmaul/Lerner ended 26th in the support car. There were 92 classified finishers, the remainder abandoned, having succumbed to the rigours of the terrain.

So, for our personal reinterpretation of Paris-Dakar '84 (*got there in the end. Ed*), we've come to Waterloo, south of Brussels.

manager of a sand quarry to let us loose in a couple of worked out areas where we can hoooley the beast to our hearts' content.

Our feature car is an American-spec SC. The 3.0-litre engine is unmodified, running US fuel injection, and it even has the air-con compressor – though the exhaust is handmade, specifically so it can exit through the bumper. The air intake is labelled "Webb's Machine Design, Clearwater, Florida, patent pending". A retired Californian Porsche fan decided to create a replica of the #176 Metge/Lemoyne car – though he could just as easily have stickered it up as the #175 Ickx/Brasseur car, too. Kobus takes up the story. 'He took a rust-free Californian SC, stripped it completely back to bare metal and then proceeded to build it up from scratch, modifying the bumpers, creating the suspension, making the roll cage, the winch brackets and the holes in the body. And once he was sure everything fitted he took it all apart and had it painted, and then put it all back together. The Rothmans logos are

Splash down. This Dakar replica is from another era, when men raced across deserts and cigarette sponsorship was cool

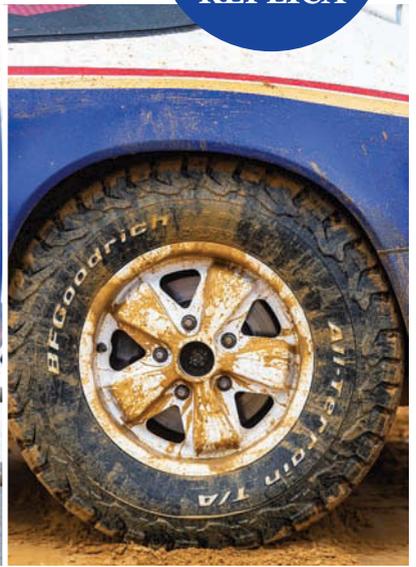
“ The 3.0-litre engine is unmodified, running US spec injection ”

benefit of sponsors who leapfrogged the entire event just to show up at the finish, but still, the ultimate special stage along the beach contained many pitfalls that could wreck everything just a few kilometres from the finish. Ickx/Brasseur kept it together to win the last stage and place 6th overall, while Metge/Lemoyne took the outright win

We usually get lucky with locations for our photoshoots. Sometimes we get really lucky (not by staying up all night, though heaven knows, my colleague tries), and this was one of those occasions. Our old pal Kobus Cantraine is marketing this 911SC, presented as a replica of the '84 Dakar winning 953, and he's persuaded the

Engine is US spec SC 3.0-litre and perfectly adequate for the job. Custom air box is not something we've seen before





Above exhaust exits through rear bumper for clearance. Suspension is a mix of Bilstein, with Elephant Racing and Tarret parts

stickers but the rest of the livery is painted. As far as we know, he never really used it for anything. It's got 2000 miles on the speedo since the full rebuild so I think it's typically the kind of thing somebody gets a kick out of building, and then when it's done he will sell it, and he's probably building something else in his garage right now.' I can't help thinking that, if he had wanted to go the whole hog and replicate the driveline of the 953 he might have installed that of a 964 C4, and that could be a way for a future owner to complete the reproduction.

As it stands, the beefy suspension consists of Bilstein shocks with Elephant Racing uni-ball rear suspension as used on a 935. The 15in wheels are Group4 replica deep-dish 7in Fuchs, and they have the right offset and look exactly the same as Porsche was using on the 1984 Dakar. It's running on BFGoodrich tyres, 215/75 R15 front and 235/75 R15 on the back. The engine lid and wing are SC RS, and there's some weight to it. Under-body protection includes steel skid plates beneath the front pan and along the sills, which cover and protect the oil lines, and there's also aluminium panelling within the inner front wings cladding the oil lines.

The cabin interior houses a pair of large leather Sparco competition seats, bestowing a classier look to something that the original did not have. The roll cage extends through the car front to back, from engine bay to nose, and within the cabin it consists of diagonal door bars and a tube that sweeps round underneath the dash plus a central bar across the top of the roof and comprehensive triangulated scaffolding in the rear space with a fire extinguisher attached to it. It's got RS door pulls and wind up windows, and we'll ignore the Pioneer radio. There's a fly-off handbrake in chrome with an aluminium top, likewise the gear lever is polished steel with an aluminium top, with alloy pedals and footrest. It's far removed from the austere environment of the Paris-Dakar 953 because it's got proper carpets, too. The view through the windscreen is of the regular 911 wing tops and the four humps of the battery of spotlights mounted on the front bonnet. Much as they look the part, none of the contemporary photos from the '84 Paris-Dakar show these.

The reality check? The 911 configuration works very well in sand, because there's less weight on the front end so it doesn't sink in

and the engine being in the rear provides more traction. My sideways progress cutting through the sand is aided by the diff-lock which means we don't get stuck with just one wheel spinning, and that's good for drifting and ploughing us through the gritty yellow powder. I'm opposite-locking all the time, this way and that, a matter of fine judgement sometimes, and it's pretty exhilarating and quite breathtaking. To encourage sideways motion I apply as much throttle as possible and throw the wheel in the other direction to make it jink to one side, and then give it opposite lock and control it on the throttle. A lot of sideways motion is possible through this wonderfully yielding sand and water splashes, pirouetting at will in the vastness of the quarry. It's some way removed from the Sahara, but it's also pretty different to off-road rallying, too.

What does the future hold for this fun 911 now? Peking-to-Paris, perhaps, or the East African Classic Safari? Closer to home there's the MSA British Cross Country Championship, and the classic Roger Albert Clark Rally: you'd get mud rather than sand to cope with, but this Dakar rep could be just the thing. **PW**

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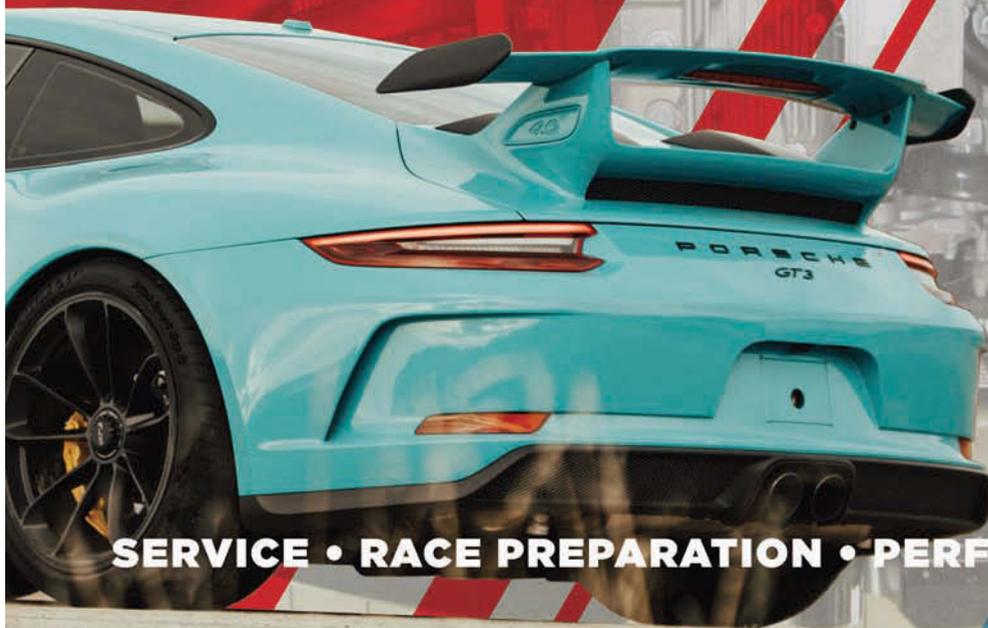
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Words and photography: Matt Stone

BIG YELLOW

You could never officially buy a 993 GT2 in the States, so this convincing S CAR GO built lookalike is anything but, starting life as a 1970 911T. While backdating might be all the rage, these days, this is a case of updating, or forward thinking...



Authentic 993 RSs and GT2s are proverbial unicorns in North America. They were never officially imported there, and if someone has managed to sneak one in, licence and register it under the United States' arcane "show and display" grey market imports scheme, they are uber rare and cost, on a per pound basis, about the same as diamonds.

The screaming yellow zonker you see on these pages was reborn out of a '70 911T by Rob King's S CAR GO Racing nearly 15 years ago, running a potent, yet still naturally aspirated, 993 engine – so it was more of an RS tribute than a twice-blown GT2 at the time. The entire

bodywork was replaced with ultra-light carbon-fibre pieces, including that audacious rear wing. While the car is licensed and ostensibly street legal, it's not fooling many; as it's really a thinly disguised racing car that happens to have mufflers and wear a licence plate. Notice those 18in Speedline replica wheels, that look just as do the authentic Speedline modular alloys that the 993 RS and GT2 are born with; the fronts are 10in wide wearing 275 section tyres, and the rears are steamroller-like 13 inchers wrapped in 335 section – take that Countach and Diablo! – Toyo Proxes rubber fore and aft. King and company worked hard to get the details right, including 993 door mirrors, and lots of other OEM or OEM style bits

that'll have you looking twice.

Inside you'll find bespoke instruments that keep tabs on everything that runs, charges, cools, makes noise, heats, or pumps. The interior is all business, with blank off plates where would have been audio and HVAC system controls. The seats are lightweight, thinly upholstered Sparcos, and the steering wheel a Porsche Motorsport three-spoker. Replacing the old mono band Blaupunkt on the dash are the actuators for the on board fire extinguisher system, and a GReddy performance computer plus race spec switchgear. The instrumentation is also white faced custom pieces. And the roll cage structure is serious; made of massive tubing and completely bespoke,





it extends deep into the engine bay and ties in to the rear shock towers, the floor and several other places...making any discussion of chassis rigidity a chunter. There's a genuine '70 911 monocoque here, but this massive structure serves to make the car, for all practical purposes, a

Sunday. Or next year. No chassis wiggle here. Ever.

Big Yellow, affectionately nicknamed Rumbah, also packs a large front oil cooler, big 993 Turbo brakes and ducted front brake cooling, and all in this screaming yellow zonker weighs about 1100kg. The

Lafayette, California, wanted so much more. So off and out went the stock intake tract, in favor of a mostly bespoke twin turbo set up. The snails are K16 turbos running larger, modified wheels on the intake side. All of the intake plumbing and manifold work was hand-fabbed by S CAR GO. As were the headers and exhaust system, designed and built expressly for this installation. The mufflers are MagnaFlow, and the engine management system and tuning are also bespoke. King and Company also fabbed up the outdoor gas grill sized twin intercooler system.

This not so subtle dash of "so much more" completes the GT2 tribute myth, and amping horsepower up to around 600. The G50 is backed by a multi disc racing clutch. There's no leather trimmed center console either, just a business-like shifter with all of its aluminum shiftgate bits proud and visible. It takes some considerable suspension to get all that power to the ground, and work in concert with the

Hard to believe that this 993 GT2 replica started life as a 1970 911T. Lightweight bodywork is nearly all carbon-fibre

“ All in this screaming yellow zonker weighs about 1100kg ”

tube framer, with Porsche floors and cabin structure, with composite body attached. This massive tubular structure extends across the lower sections of the door openings, up and around the window line, and across the passenger compartment just below the dash at about knee level. Yes, this car is triangulated about 40 ways to

lightweight carpeting and other interior work was done by Franzini Brothers Upholstery and Restoration, plus Whitman Auto Body smoothed out the now all carbon bodywork and applied the Speed Yellow paint job.

You'll recall we said that when built, Rumbah ran an aspirated 993 engine, but current owner Ken Carpenter, of nearby

Low rider! On the street it's firm but fair on Fox coilover suspension





Taking up residence in S CAR GO's San Rafael workshop which, we recall from our previous visit, is a feast of Porsche goodies

Normally aspirated 993 engine has been breathed on with twin K16 turbos and massive intercoolers. Power is around 600bhp

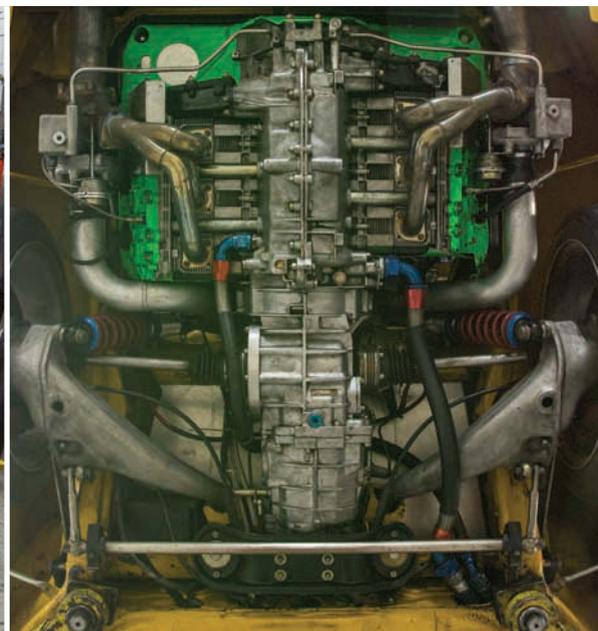
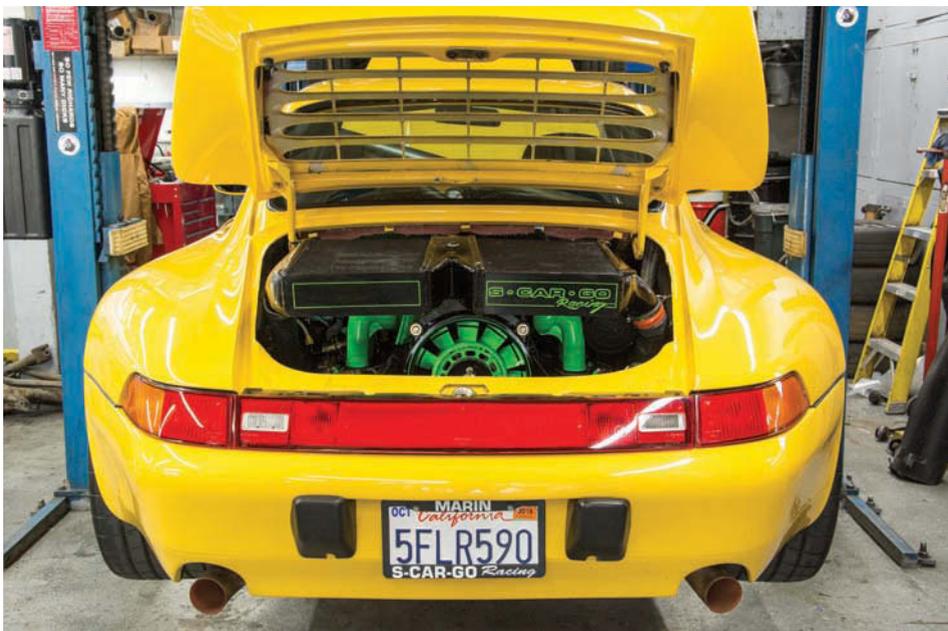
massive rolling stock and beefy brakes. A double adjustable coilover suspension system mounts Fox dampers front and rear, with tubular lower control arms up front. The much racier suspension allows the contact patches to stay put, and the untwistable chassis rigidity to keep everything precise, yet the shocks are tuned for a palatable street ride – call it well controlled compliance.

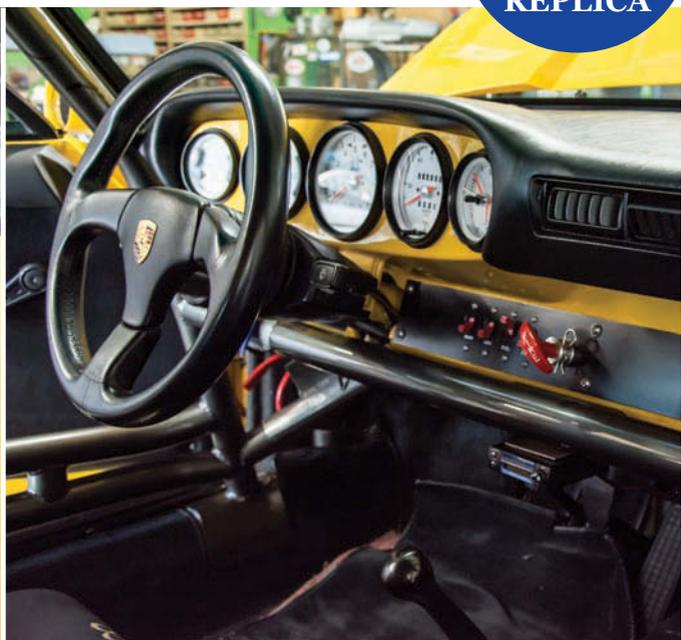
It takes a bit of wiggling to get torso settled into the car, as the seat is direct mounted to the floor with no fore or aft adjustment, and measured to fit the owner's dimensions. But we make it, and buckle tight into the multi-point racing harness belt system. The curvaceous front wings, wide rear hips and big rear wing dominate the view out the front and in all mirrors, again striking how this could have all begun life as

a narrow-bodied chrome bumpered 911T. But the transformation is effective; no rough edges, mismatched panels or random rivets to be seen; even all the lighting looks proper 993. Taking in the view of the special instrumentation, all business dash and fire system, you've little question you're in a race car.

The engine cranks with the usual 911 starter sounds, and grumbles to life with a deep chuffy idle. The clutch depression is light, and dialling up first gear feels little different than in any Carrera 3.2. Until you massage the go pedal and feather the clutch for takeoff. The very racy clutch stutters a bit, and it takes some work to master a clean takeoff. Yet even at low revs, the engine has so much torque you can declutch just a hair until take-up, then feed in the throttle. It's fine once you get it.

Even at modest throttle, it seems like you trip through first gear in an instant, and it's time for a very normal feeling shift to second. Now more and deeper throttle and the boost feeds in with an intense pull. You wouldn't call it a "bang" but it hits hard and rearranges your lower internals a bit with a high octane mix of boost, torque, building horsepower and g-force. Third gear is the do it all ratio; you can trundle along through in-town traffic quite comfortably in third with no bucking, coughing or a lack of grunt to pull you back up to speed. Get hard on the gas and you're heading for 100 mph as fast as your head can process it. Up to fourth and hard on the gas again, and the relentless pull continues. As you might expect given the nature of biturbo installs, there's little meaningful turbo lag, and plenty of response. Fast? Crazy fast. Yet





power is nothing without control. The steering is weighty, no surprise considering the track and wide footprint, yet not overly so, and there's still ample feel as to what the front end has in mind. S CAR GO's Porsche trained and certified master tech Pat Wells, has wrenched on Rumbah, tested it

this car. It really corners, and feels utterly planted at all times. Plus, of course, 600 horsepower in a 1100kg car makes Rumbah barrel-of-monkeys fun to drive – just do the maths. At the wheel, you'll feel like there's few if any corners you can't handle, and with that kind of power, nothing you can't pass.

really fits Rumbah. It's got the power to excite, thrill and to outrun many legit track-only machines, and the suspension and brakes keep it manageable. And it's just stupid, crazy, silly, thrill fun to drive; so at what price fun? Speed costs money, so how fast do you wanna go? King can't put a figure on the pounds of silver invested in Rumbah over its initial build, then massive powertrain upgrade, plus previous and current owners' whims and wishes. It's safe to say that a couple of hundred grand isn't an unreasonable estimate, depending on the car you started with and how far you wanted to go. Unless you have a Porsche shop, tools, skills and skilled staff like Rob King's in your back yard.

Above and right: Check out the pipework. This GT2 replica is virtually a spaceframe, with chunky roll cage connecting with all suspension pick-up points

“ 600bhp in a 1100kg car makes Rumbah barrel-of-monkeys fun to drive ”

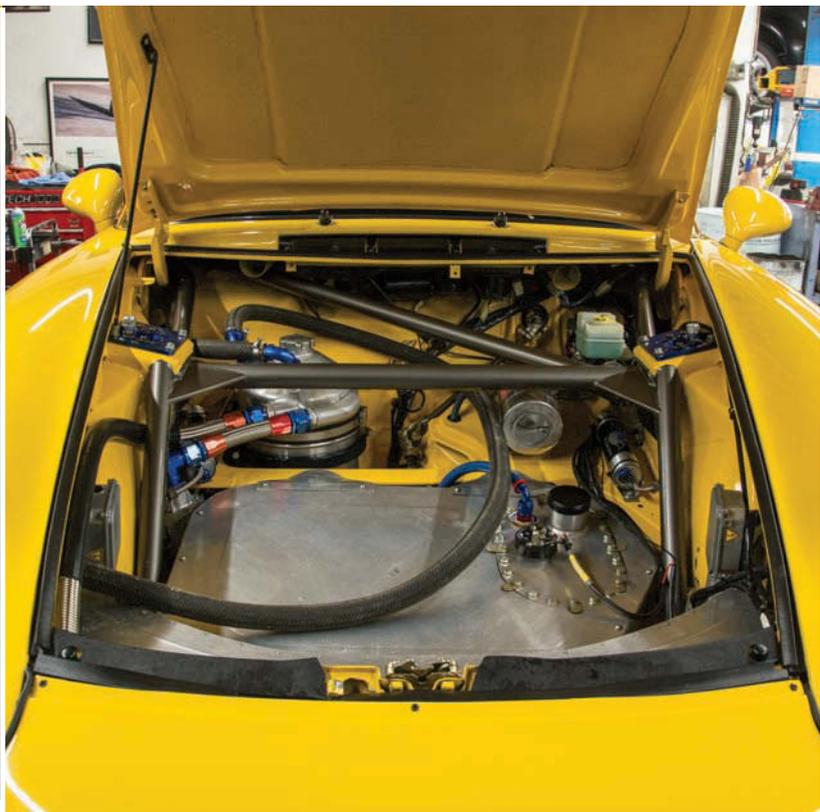
extensively, and driven it hard, said “due to the suspension set up, and the more than foot-wide tires on the rear, you really don't have to worry too much about off throttle oversteer with this car because the back end really stays put, I've never been able to get the tail loose.” So that's one old 911 Turbo foible you don't think much about in

Fortunately, the underbits are not so tightly wound that all notion of streetable ride evaporates. It's firm, stiff even, but not insufferable as you might expect of what is in essence a racing car with licence plates on the road.

The notion of “street legal race car” is bandied about all too fast and loosely, but it

Unfortunately, we didn't have a legit Porsche 993 GT2 along for the ride, or the chance to do any kind of meaningful comparison or instrumented testing, but save that, we'd say that Rumbah is about as close to the real deal as one (outside of Porsche itself) could get or build. **PW**

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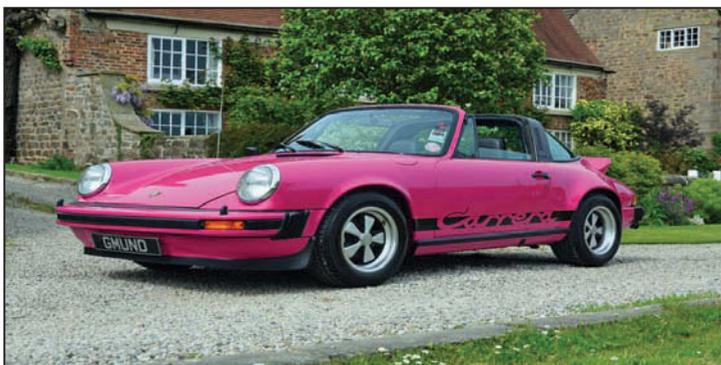


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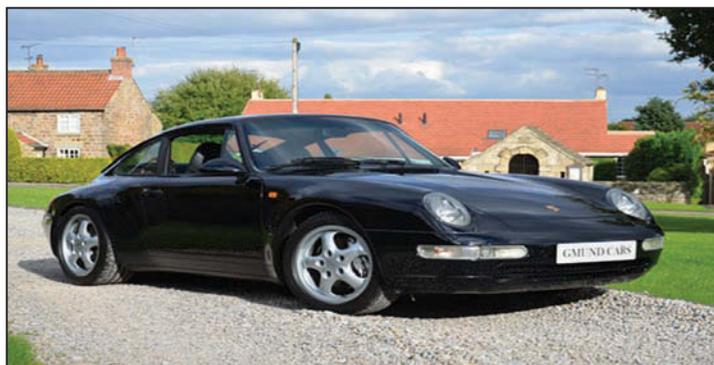
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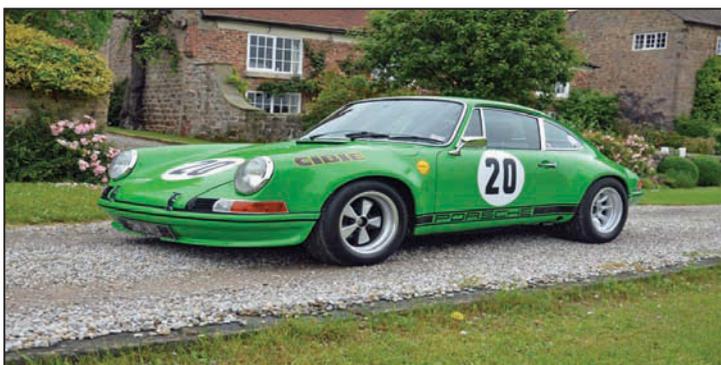
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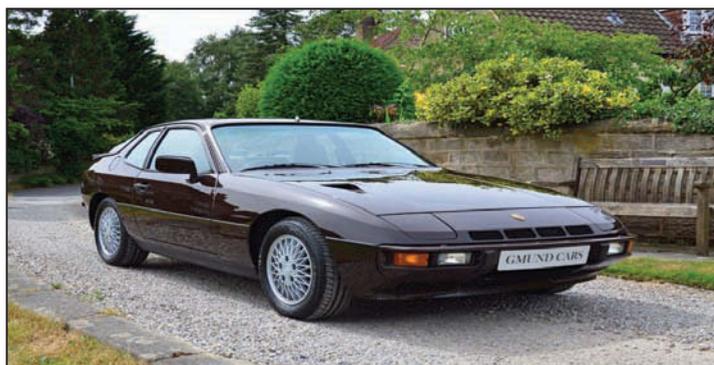
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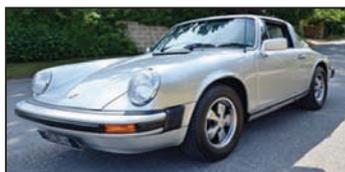
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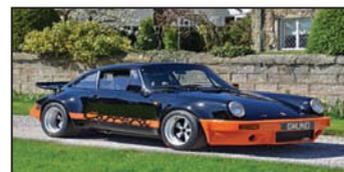
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TECH: HOW TO

STRUT STUFF

Project 964 Suspension continues after a two-month hiatus, this time with the dismantling of the original struts, and the salvaging of the few ancillary components that will be retained for the brand-new assemblies. Story and photographs by Chris Horton; photo captions by Center Gravity proprietor, Chris Franklin (below left)



TECH: HOW TO
ONE STEP AT A TIME
 In this third part of our comprehensive 964 suspension overhaul series, we return with the somewhat straightforward process of removing the four struts and the rear axle ball bar. Text and photographs by Chris Horton.

SPRINGING INTO ACTION

The suspension system is the most important part of a car's chassis. It's the part that keeps the car from bouncing around like a pinball machine, and it's the part that keeps the car from sliding around like a pinball machine. It's the part that keeps the car from sliding around like a pinball machine. It's the part that keeps the car from sliding around like a pinball machine.







In this third part of our comprehensive 964 suspension overhaul and upgrade we are dealing with what is arguably the very heart of the matter: the springs and dampers. (See the August and October 2018 issues for parts one and two, respectively. And stick with us for the concluding instalments in the months to come.) There are many other important components in any such 'system', but it is

these upon which depends, to a very great extent, the car's subsequent behaviour, and the way you will feel about driving it. This is also probably the most enjoyable part of the project: dismantling (or even just discarding in their entirety) four gnarled and corroded assemblies that look like they could have been dredged up from the bottom of a lake, and replacing them with brand-new items that, with careful assembly and just a little subsequent maintenance,

should last more or less indefinitely. And, if ever they do need attention, will come apart again as easily as they were put together. Key to the task – and we are assuming, if tackling it yourself, that you have both the necessary tools and a degree of experience – is safely securing each strut assembly while you work on it. Center Gravity's Chris Franklin has a purpose-made rig to grip the base of a damper tube without damaging it, but a bench-mounted vice will do for a

Above: Chris Franklin and Peter Leason in action on Project 964. Comparison between old components and gleaming new ones from Bilstein and Eibach (plus a few more from Porsche) could hardly be more marked. For previous episodes see August and October editions

'New top mounts will be fitted; old ones are destroyed. Bump-stop (arrowed) acts as a secondary spring, but this one is perished and broken.

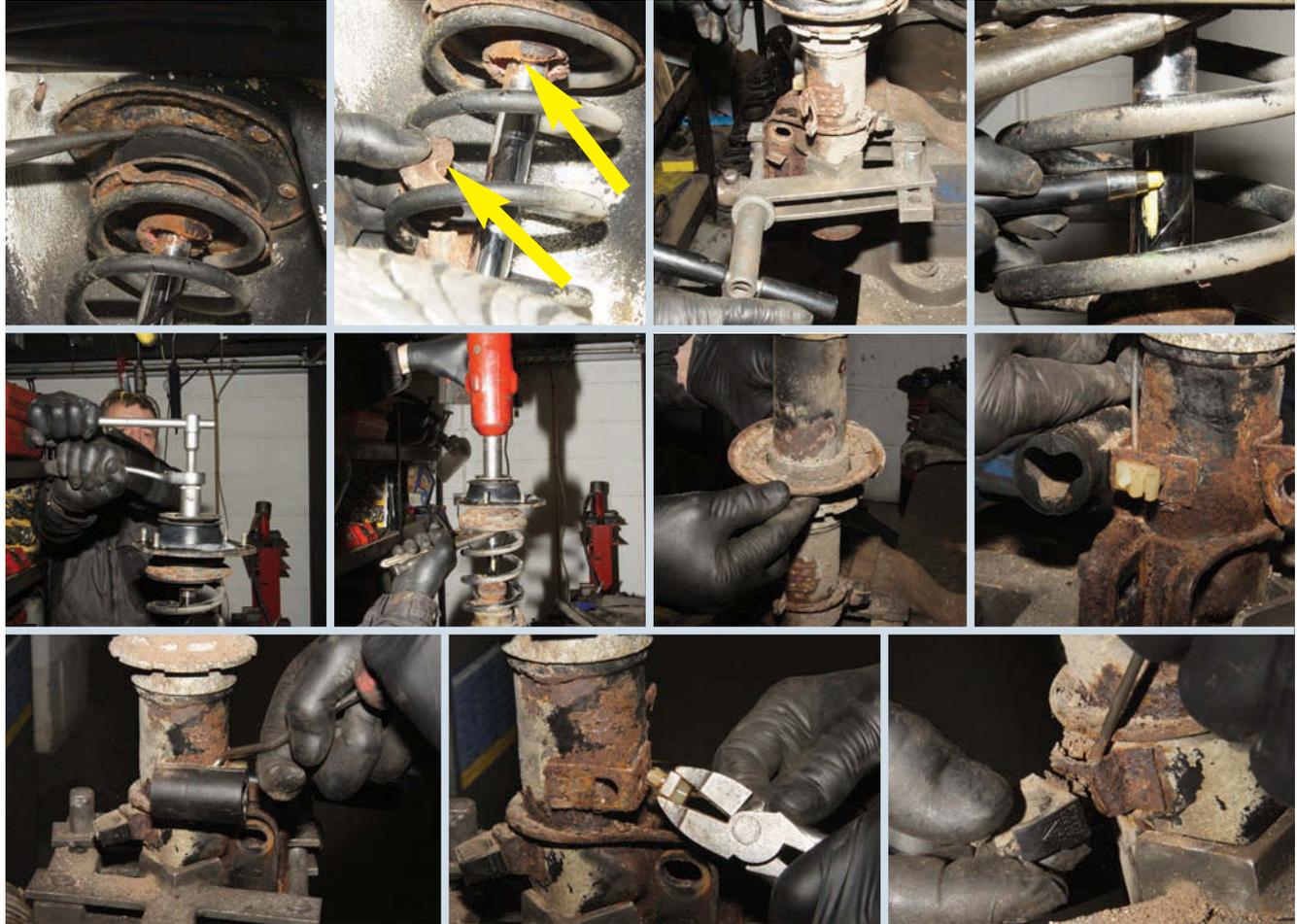
Damper tube is clamped in a special jig for convenience. Burnishing of piston rod is a sure prelude to a leaky damper.

Preferred workshop tool is a "go-through" socket and Allen key.

Impact wrench and Mole grips useful when conventional tools fail. Lower spring perch is recovered for new strut build-up.

Blasting and painting would have been better – had time allowed. ABS and pad-wear sensor clip are recovered if intact – but available from Porsche if not. Rivet-type spreader pin pushes out – with care. Holder for ABS and pad-wear sensor socket removed in similar fashion. Again parts are available from Porsche if needed. ABS clip recovered without breaking it – great news! Cable-holder clip salvaged, too.

All good so far...'



one-off at home. It doesn't matter what happens to the old struts, since they will be heading for the recycling bin, and the new ones can be protected by strategically placed blocks of wood, or even thick cloth.

The good news is that you shouldn't need a spring compressor. Porsche suspension is designed such that there is little or no so-called pre-load on the coil

springs, certainly with the adjustable lower platforms wound right down, and while you might need to exert modest vertical hand pressure on the top mounts as you remove and refit the locknut at the end of each damper rod, there should be no danger of the mount and/or the spring flying off to the far corners of your garage.

That said, use your common sense as

you begin to undo said locknuts, and if it looks or feels as if the springs are under any significant tension (perhaps because the lower platforms have been wound up as far as they will go and, as was the case here, cannot realistically be wound down again because of corrosion) then fit a suitable restraining device. They are easily obtainable from well-known tool suppliers

'Building up new Bilstein front strut, secured in our special jig. Use cardboard in vice jaws if no such device is available. "C"-spanners used to undo adjustable ride-height perch and locknut. Porsche

Optimol paste or Würth AL1100 used to prevent galvanic corrosion between plated steel and the light-alloy rings. Set the height of the spring perch to the same as the one on the Boge struts. This ensures you can get your jack out later!

Derusting the lower spring-perch cup. To save time on the day this was coated with wax, but should be painted satin black. Lower cup placed on the spring-perch nut. Remember the seized top nut? Use AL1100 again on the threads of the top pin!'



TECH: HOW TO

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'Eibach Pro spring sits in cup, tapered end of the "wire" against its stop. Insert bellows after that, or spring won't fit. Note: the Bilstein monotube strut uses inverted damper inside strut housing. No need for bump-stop there, as it's built in. Eibach Pro springs designed to replace OE item. No pre-load required to fit the recovered upper spring cup and spacer (arrowed). Really important: read the manual! Fit new top nut and new OEM top mount. The latter are not handed, but sit in the body turrets a specific way (see previous instalment). They have a new bearing, too, which improves steering feel. Don't forget the new gasket (mount to body) – or make one from inner tube. Torque nut to 40Nm. Paint mark says "tightened". Refitting damper furniture, then finished strut! Anti-corrosion wax applied after fitting. Label to avoid confusion. Struts are handed, and cable and brake-pipe management will be difficult if you get this wrong. For ease we slotted the brake flexi-line mount to avoid splitting brake lines'

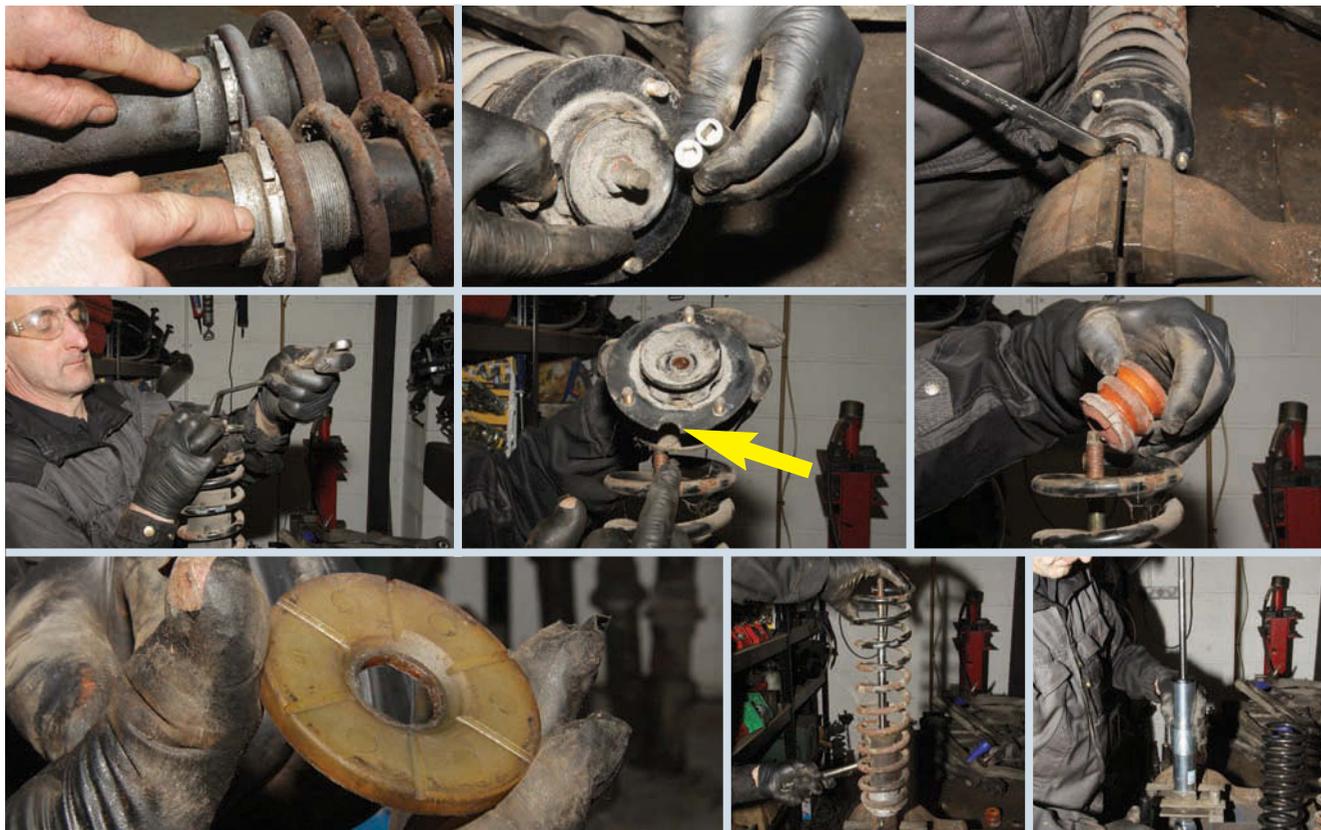
such as Sealey or Laser.

In fact, the problem you are most likely to encounter is the damper rod rotating as you attempt to undo the nut. There will be a recess in the end of each rod for a key to counter-hold the rod, or perhaps a shaped 'male' end, but sadly sometimes these are damaged beyond use. The answer is to grip the body of the rod, through the coils of the

spring, with a Mole wrench. It sounds quite brutal, but again you will most likely be discarding the thing anyway. And even if not, if you hold the rod tightly enough – and high enough, away from any area that needs to pass through the oil seal at the top of the damper tube – any marks in the chrome-plating will be of no consequence.

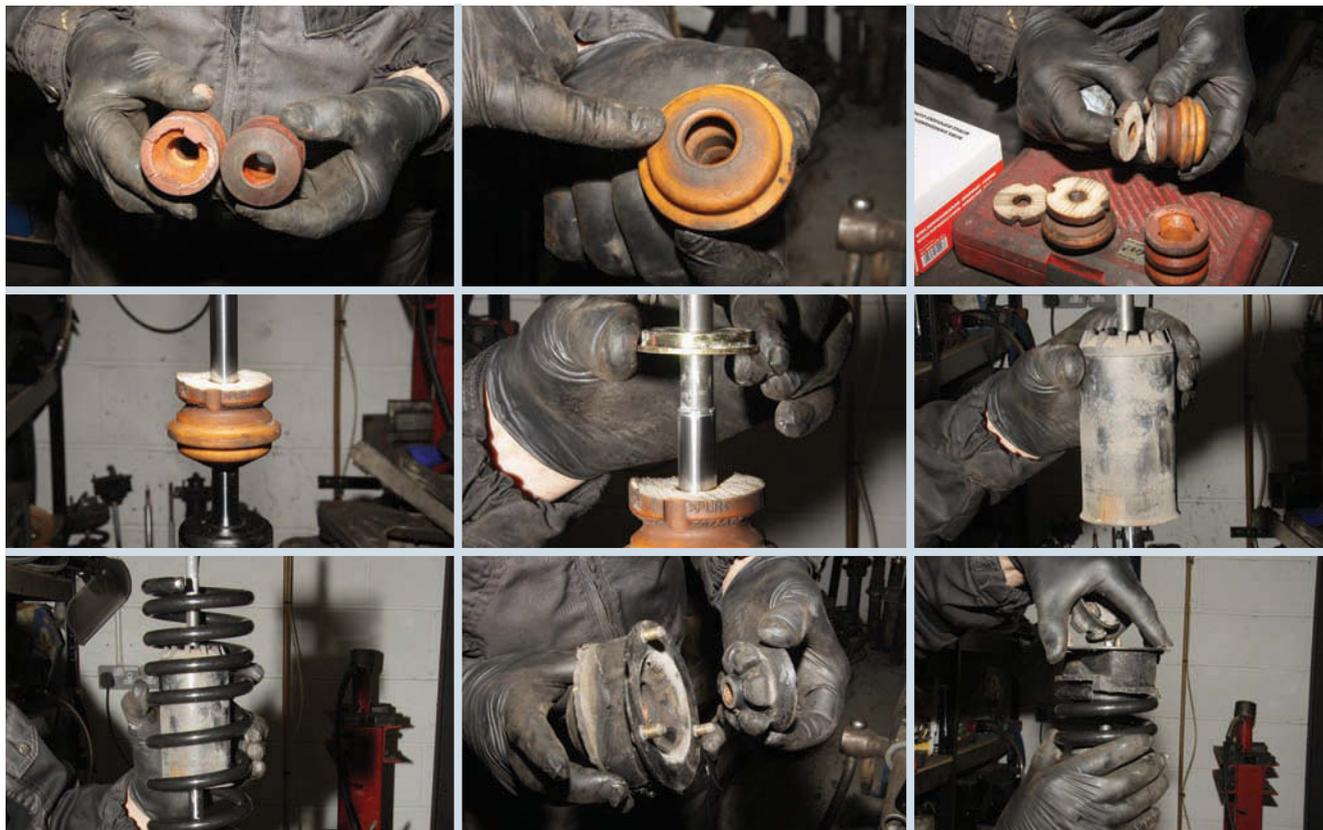
Perhaps the most important message to

take away from this part of the story, though, is the value of forward planning; of buying sufficient new ancillary parts not only to finish the job off with a visual flourish, as it were, but also to make it quicker and easier. The only items we salvaged from the front struts were the shaped end-plates for the springs, plus the brackets for the brake pipes and so on (the top mounts,



'Somebody had previously "lowered" the rear of this car. Spring-perch nuts wound fully down – and seized. We use a slotted holder for end of the damper rod. If those fail, use vice to counter-hold the piston rod while you undo the nut. Spring pre-load. Caution: the top mount can fly off, so safety specs on! Unusual to see pre-loaded rear spring. Top-mount studs in isosceles-triangle pattern. The notch (arrowed) is used as a mounting aid. Recover this part and the insert for new damper. Recovering bump-stop parts. Recovering lower thrust washer and piston-rod skirt guide. New Bilstein B6 and Eibach Pro spring. Ride-height spring-perch nuts removed, and threads coated with AL1100 to ensure future adjustability'

'Original bump-stops showing signs of age and work. The one on the left had been demolished by lowering; the one on the right has a "dirty nose" from long contact with alloy. Rear bump-stop was recovered; although we didn't have new replacements we did have parts of similar density and dimensions in our cache – those were cut to length using a sharp Stanley knife. Modified bump-stop fitted, followed by top thrust washer and piston-rod skirt support – the latter keeps the chrome rod "clean". Spring fitted last, or you can't fit the bump-stop into spring. OEM top mount was recovered and used again: normally solid and serviceable. Consists of two parts. Fitting top mount atop the spring, with end of spring on the mount end stop'



on the inner wings, were brand-new), and it was a similar story at the rear. It all adds to the cost, of course, but if you are going to this kind of trouble and significant expense to start with – and if you are lucky enough to own a Porsche of this nature – then surely it is worth going the extra mile.

Next time: anti-roll bars, front and rear (we had planned to include those here, but why waste that kind of useful detail?), and getting to grips with suspension arms and SuperPro bushes – no less satisfying, in its own way, than binning those horrible old struts. Our thanks, as usual, to Chris

Franklin and Peter Leason at Center Gravity in Atherstone, Warwickshire (01827 718800; centregravity.co.uk), and for more information about the Eibach springs and anti-roll bars that we fitted, go to either eibachshop.co.uk or the equivalent website for your own country. **PW**

'Satisfying on-the-workbench view of the reassembled struts and dampers. None of these old components can be recovered, so will be ceremonially binned! Look up into rear damper tower, and note top mount orientation via three studs and nuts. Orientate top mount and offer up. Have a helper guide from upstairs in the engine compartment. Lower damper bolt being fitted finger-tight. Tightened to 200Nm when car back on its feet. This saves the damper lower rubber bush from breaking. Did you spot "Wally"? Yes, the outside drive-shaft cover is split. Another job for some other time!'





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**911/914-6
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DESIGN 911

Based in Brentwood, Essex, Design 911 is perhaps best known as one of the UK's leading mail order Porsche parts specialists. However, as you'll see on these pages, there's far more to this business than just a slick website and a huge warehouse... Design 911 also covers everything from Porsche servicing, repairs and restoration through to specialist vehicle sales!

Words & Photography: Paul Knight



Established in 1995 by long-term Porsche enthusiast, Karl Chopra, Design 911 has grown to become a market leader in parts sales to both the trade and enthusiasts alike. Karl started out by rebuilding, restoring and customising Porsches and, having developed a particular sense for sourcing hard-to-find and discontinued parts, his reputation

grew and a loyal circle of customers told their friends, who told their friends...and the rest, as they say, is history! In short, what started out as a hobby went on to become his business, and Karl's passion for all things Porsche is the driving force behind this impressive outfit.

The company has expanded over the years and the Design 911 HQ now occupies a 34,000-sq.ft unit in Brentwood (just a short drive from Junction 28 of the M25 in

Essex), which consists of a large showroom at front of house with a huge warehouse 'out back'. There's also plenty of space for vehicle storage as well as a repair and restoration centre and a fully equipped workshop, too.

However, it's the mail order and parts sales that would be considered to be the heart of the business. Design 911 holds an impressive stock of fast moving service items etc as well as panels, suspension,

In business since 1995, Design 911 has grown into one of the world's leading Porsche parts suppliers



Far left: Design 911 has its own range of DesignTek tuning parts, like these brake calipers and discs. Left: Slate grey 911 evokes memories of Steve McQueen

It's not just about the parts. Design 911 has also moved into car sales, mainly for classic Porsches (and tractors). Stock usually runs to 30 cars at any one time



wheels, exhausts and, well, just about any part for any Porsche model! The phones are manned by a trained team of Porsche experts and there's a dedicated team working on internet sales via the easy-to-navigate website (design911.com), too. Once the order has been placed, the parts are picked, packed and shipped within 24 hours. Incidentally, as well as national delivery, Design 911 also delivers to more than 140 countries worldwide – it really is your one-stop Porsche-parts shop!

If you need your parts immediately, there's a 'call and collect' service available, hence by the time you arrive at the showroom, your parts will be boxed up and ready to collect. It's certainly a slick and efficient set-up and we were impressed by

the variety and number of different parts in stock. Of course, if you need something a little harder to find or if you can't find what you need via the web shop, just give the sales team a call and they'll do all they can

close-up, nut and bolt, to ensure every product they sell fits properly and works as it should. This hands-on approach, combined with efficient business systems, has allowed Design 911 to forge

“ As well as national delivery Design 911 also delivers to 140 countries worldwide ”

to hook you up with the parts you require.

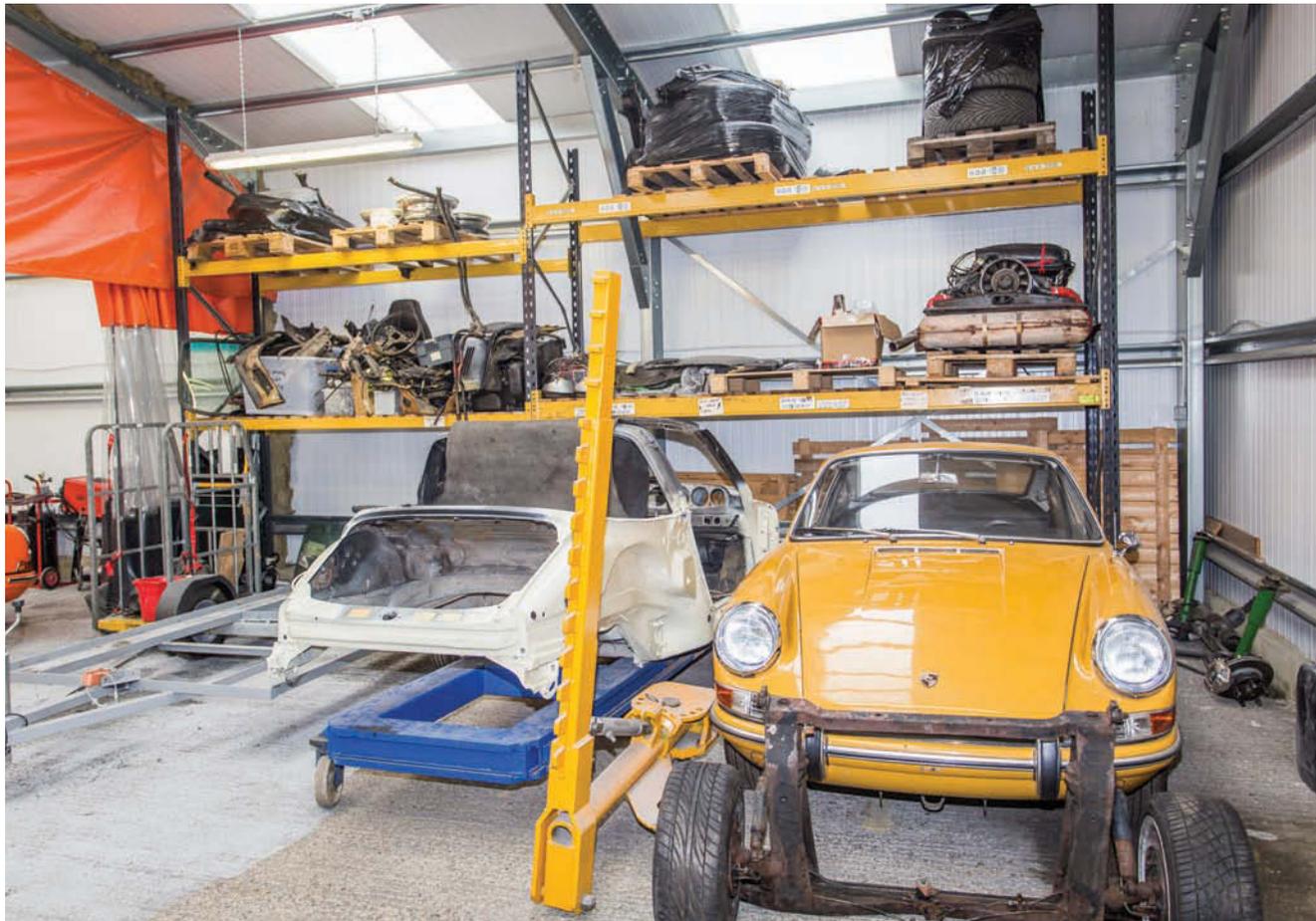
Design 911 has well over two decades of experience of the world's most popular sports car and has examined each model

partnerships with leading parts and component manufacturers and suppliers.

The majority of the most respected names in everything that is Porsche are



TECH: SPECIALIST



Design 911 can carry out full restorations on site and they're never going to be short of parts!

represented on the shelves of the warehouse and the sales team aims to identify a customer's needs, offer alternatives where available, and supply them in the shortest possible time – after all, down-time on a project can be both

of workshop drawings while also suggesting alternative aftermarket options and solutions.

Mail order aside, it was the showroom that initially grabbed our attention upon arrival; hence we couldn't wait to check out

our attention. And, as if that wasn't enough to fire us up, there was also a superb 964 Turbo parked right in the middle of the showroom floor (fans of the movie 'Bad Boys' will love this one, for sure). Next to this we spotted a particularly nice gold 1972 911E and, tucked behind this impressive front line, there was also a sweet, slate grey '72 911T and a pretty 356 Cabriolet, too. And that was just the tip of the iceberg as, behind the scenes, there were many other superb classic Porsches just waiting to be snapped up. Typically there are 30+ cars for sale and you should check the website for the up to date stock list.

Passing through the showroom we entered the workshop where customers' cars are serviced and repaired. It's also where the cars for sale are checked out and

No part too big or too small and, if it's available, then it's more than likely that Design 911 stocks it

“ Mail order aside, it was the showroom that grabbed our attention ”

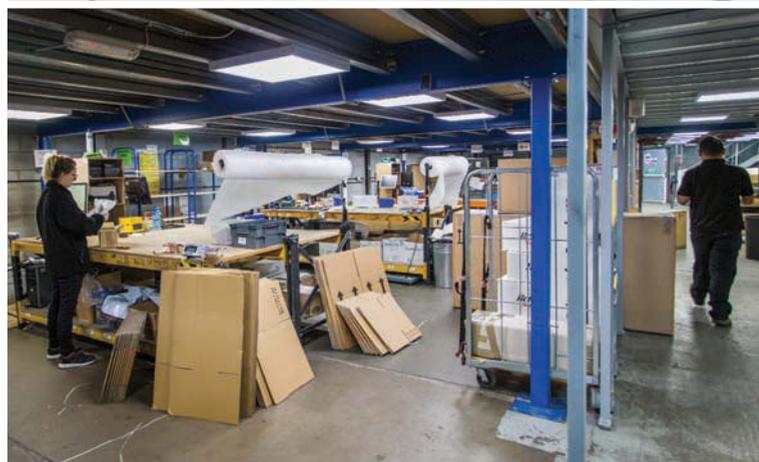
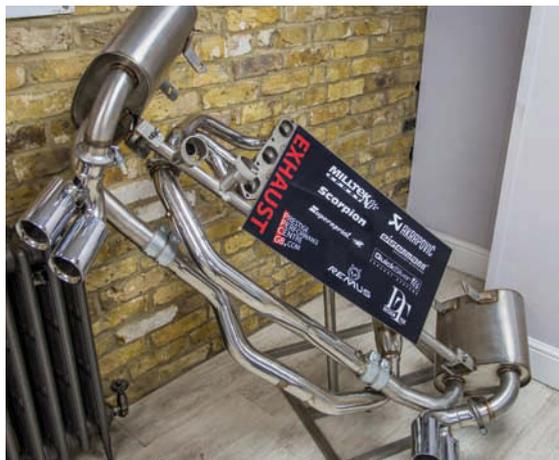
annoying and costly.

If you prefer to browse for the parts you require online, the Design 911 website is fully interactive, allowing customers to quickly find what they want with the help

some of the pristine classics on display. As we entered the showroom we were greeted by a nicely restored Porsche Junior tractor, however, it was the duo of 911 Speedsters parked right behind that immediately drew



Everything you'd expect from a modern Porsche emporium, including a comfortable and stylish waiting area. Below right: Parcelling and packing the constant flow of parts going out worldwide



maintained or even modified to customers' specs. The skilled team of technicians are well versed in all aspects of vehicle maintenance and can therefore cater for any year or model Porsche.

This is also where new parts (such as items that have ceased to be available through established manufacturers) can be engineered and proven before they are offered for sale. Does it fit, and how? That's one of the tasks for the technicians in the workshop. Aftermarket tuning parts – for

example, exhaust systems – are checked for both quality and ease of fitting before they go onto the sales list and, in many cases, a photographic or video record is made to provide 'how to do it' advice to the customer through the company website.

Leaving the workshop we passed various vehicle storage areas before arriving at the bodyshop. The expert team working in the bodyshop prepare and paint cars for restoration and sales and also trial fit and evaluate new additions to the ever-growing

list of replacement body panels. From crash repairs through to full-on restos, it's all a walk in the park for the Design 911 team. Restorations aside, they even provide styling packages, which have been developed to backdate 911 models and upgrade later cars. Every aspect of the restoration process is carried out in-house, from chassis and body repairs through to professional paint refinishing in the state of the art paint booth – in short, whatever you need, Design 911 has it covered! **PW**



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PROJECTS

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THE TEAM

STEVE BENNETT

996 C2



Last month in this very box, I said I was off to the bodyshop. Well, I went and opposite you can see what was discovered. Not pretty is it? Not feeling the love for whoever sanctioned such a bodge.



KEITH SEUME

CAYMAN 981



Bit of a quandary here: the Cayman is so great to drive, that I can see myself piling on the miles, but then how will that affect its trade-in value when the time comes – which it surely will...



CHRIS HORTON

924S, 944



The first of several individually small bodywork repairs finally sorted on the 924S (with similar issues now raising their ugly heads on the 944...) and a temporary partial solution to the seized-up door handles on the 'S'



PETER SIMPSON

356C



The footings have been filled with concrete and the garage floor is being levelled, so I can have a base to get on with the brickwork. The only problem is the weather has turned and it's a swamp at the moment!



BRETT FRASER

BOXSTER 3.2S



Briefly thought that the 'beeping' when locking and unlocking the car had abated; instead it has just become more intermittent. Forum experts are suggesting faulty microswitches. Sounds complicated...



JOHNNY TIPLER

BOXSTER 3.2S



Take a last look at the five spokes in this mini pic. Next month I'll be unveiling my new Group4 Wheels, deep dish Fuchs, in a tasteful anthracite grey as opposed to the above garish red!



JEREMY LAIRD

BOXSTER 3.2 S



After last month's water pump incident, things have been quieter on the Boxster front. It remains totally standard unlike those of my Boxster owning colleagues, Fraser and Tipler (above).



BODGE IT AND SCARPER

Bennett knew it was bad, just not quite this bad. The rear nearside quarter has had a prang and the subsequence repair – while well disguised – has turned bad, as in rotten. The bad stuff is being cut out, and now good metal is going in...



In last month's issue of *911&PW* I boldly announced that I was heading off to the bodyshop with my 996 to finally get it booked in for repairs. And that's exactly what I did, just a couple of hours after committing the sentence on to the digital page. I realise now that I had been in denial and actually saying it meant that I really had to do something about it. Or something like that...

To recap, 18-months or so after buying my 996, it became apparent that all was not well with the nearside rear quarter. The paintwork was bubbling up on the wheel arch at the bottom, where it meets the sill, and at the other end, where it meets the rear apron. It didn't take a genius to work out that my pride and joy had probably been in a smash, but only by stripping the wing back would we know the extent of the horrors lurking. That was a discovery that I didn't need to make in the short term, so I pressed on with other

things, like getting the suspension sorted, relatively safe in the knowledge that it was confined and unlikely to spread.

Trouble was, every time I used the car, my attention was drawn to the blighted area, so I just stopped using it altogether, hence the succession of feeble excuses every month in these very pages in the panel opposite. Part of the impasse that I seemed to have backed myself into was who exactly to approach to do the work? Obviously I wanted the best job possible, or maximum bang for my buck, but I had to be realistic, too. After all this a £13k 996 we're talking about here, not some air-cooled classic, which is what most of the Porsche bodywork specialists dedicate their time to. Equally, this is a modern car, built in the modern way, so surely it wouldn't be a major operation. Hell, if it came to it, replacing the whole quarter would probably be the quickest, easiest and most cost



STEVE BENNETT

996 C2

Occupation: Editor, *911 & Porsche World*
Previous Porsches: 911 Carrera 3.2, plus numerous 944s
Current Porsches: 996 C2
Mods/options: Ohlins R&T coilover suspension/RPM Eibach adjustable suspension arms, Dansk exhaust, rust
Contact: porscheworld@chp Ltd.com
This month: Operation bodywork, followed by operation how am I gonna pay for this?

This is what was discovered initially. Repairs to the rear arch for what looked like isolated corrosion. If only...



Lurking underneath! With the outer skin cut away the state of the inner arch is revealed. Turns out Bennett's 996 had – at some point – received a new rear quarter/skin, but the repair had been badly executed

effective solution.

In the end I went local, to a company that's served me well on many previous occasions: Cowhams Car and Commercial, in the nearby Suffolk village of Fressingfield. Head honcho, Barry Pantelowe, runs a 997 himself, one of his team – Craig Jones – is currently grafting a Beetle bodysell onto a Boxster 987 chassis and chief mechanic, Paul Woodward, runs a fleet of pretty cool hot rods, plus body and paint guru, Paul Addy, is of the old school and can replace panels or can fabricate with equal skill. In short, it's the kind of garage that you want on your doorstep. Why go elsewhere?

And so began the forensic examination. First up Paul and Barry took the paint back around the arch. We were expecting to find plods of filler, but instead some localised repairs to the arch were found, plus many layers of paint and primer, which was odd. To all intents and purposes, it looked like the wing had gone rotten of its own accord and had been repaired by welding new sections in, which would be a first on any 996 I've ever seen, not least because they are galvanised. Say what you will about a 996, but rust is not usually an issue, unless a body repair has gone wrong.

In some respects it was kind of a relief: My 996 hadn't been in a shunt after all. But something didn't ring quite true. How had the galvanising treatment been breached?

Further prodding and poking and the full story began to emerge. Removing the door seal around the B pillar and we could see that the car had actually received an entire rear quarter and it had actually been done quite well. But why, then, had the arch let go, when it was clearly new at some point? The answer presumably lay beneath, so out came the cutters and grinders.

Underneath is where the inner wing etc lives. This is bonded and sealed to the outer skin, but in this case, while the outer had been replaced, the inner wing, which had clearly been damaged, too, had been boded in an out of sight, out of mind fashion. The repair might have been reasonably sound at the time, but it hadn't been sealed properly, allowing water, salt and all manner of other crud to get in and fester and then rot from the inside out. Hence repairs to what was already a repaired panel and the build up of paint.

As you can see, it's not a pretty sight. All sorts of thoughts assault the grey matter. Did the person I bought the car from know? If so, then I'd been well and truly tucked up, but then perhaps I shouldn't have been quite so impetuous and had the car checked over. 'Whevs' as the young folk would say. To extend popular terminology further: It is what it is and we are where we are! Still doesn't make up for the sick feeling in the pit of the stomach, or the pit of my bank account.

What to do? Repair it, obviously, but to

what extent? As myself, Barry and Paul surveyed the true horror and the realisation that both inner and outer panels were required, we decided the best approach was to source an entire rear quarter complete, from which Paul could make repair panels. Sounds easy, and actually was. Well, buying the rear quarter was, at least. A quick call to 9Apart and a rear quarter was loaded on to a pallet and delivered to Cowhams within two days, all for a very reasonable £350. Excellent and helpful service as usual from the 9Apart crew. And I should add that it's actually a cabrio rear, but that's fine because the sections we need fall below the waistline.

And that, right now, is where we're at. Paul has marked the sections that he needs to cut out and removed the corresponding sections from the secondhand quarter. All rot will be removed and new, rot free sections welded in. The inner arches and panels will be properly sealed and undercoated and generous quantities of wax will be applied for good measure. And then, of course, it will be in to the paint shop. By next issue, it should be done.

Any positives from all this? Well, hard to think of any, but I guess if this was your average air-cooled resto, then a repair to just a rear quarter would be getting away with it lightly. And I guess it all makes for good copy, albeit at my expense! Bet you're all glad it's not your 996? **PW**

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Right: New section cut and being held in place prior to welding. Far right: Complete rear quarter came from 9Apart





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BETTER LATE THAN NEVER

A stitch in time saves nine, we are told. It was a shame, then, says Chris Horton, that it took him so long to start attending to the 924S's few rust issues, but now it's back on the road to full health



CHRIS HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche
World

Previous
Porsches 924S

Current
Porsches
924S, 944

Mods/options
Only big change is
the 924S's later
944 wheels: same
tele-dial pattern,
but wider and with
a different offset

Contact
porscheman1956

@yahoo.co.uk

This month
924S bodywork,
basically, plus a
close shave at MOT
time, and a not
entirely satisfactory
skirmish with the
two door handles

There is nothing quite like watching an expert at work – except, perhaps, being one of those experts yourself, but in which case the spectacle probably loses some of its appeal after a while. Take a bow, then, Tony Littlejohn and Nick Purton at the former's GTR Motorsport in Andover, Hampshire, for the deceptive ease and the commendable speed with which they repaired a small but ugly rust hole at the base of the 924S's right-hand front wing, just behind the wheel.

It had been nagging away at me for a while, and is in truth just one of several discrete bodywork issues that will need to be dealt with in order to ensure the car's long-term viability. (And, like all jobs of this nature, I should have tackled it ages ago. Better late than never, though.) But I had bumped into Tony, as amiable and as approachable as ever, at BS Motorsport in Buckinghamshire a few months earlier, luckily when I was in the 924, and having there and then had a quick look at the damage – a common issue in these cars – he had told me they could sort it out within a morning. Sounded good to me.

The key to the job – apart from Tony's and Nick's skill and rigorous focus, of course, was careful assessment and measurement, and then fabricating the required repair panel, from top-quality sheet steel, *before* cutting out any of the rusty stuff. 'All too often people wade in with an angle-grinder,' said Tony, 'cutting out every last bit of damage because they know you can't weld to rust, but then realising that they have no original shape to work back to. Doing it our way might leave you with a bit of trimming here and there, but you get a much more accurate fit in the end.'

You do, indeed. After just three hours the bottom of the wing genuinely looked as good as new – the rust had extended upward no further than the area routinely coated in black stone-chip, so luckily no paintwork, as such, would be required – and they had even repaired the matching hole at the base of the inner wing; another very common problem. I will, needless to say, be back for the various other areas to be done, as and when their schedule and my modest budget allow, but will in the meantime shut up and let the pictures tell the story. Thanks, guys!

In other news: the mileage on the 'S'

continues to mount – or it would do if the odometer worked. Having said that, the recent MOT brought a bit of a surprise, when the tester remarked on the sudden difference between this and last year's reading – which had been the same for several years before that. For a moment or two I wasn't quite sure what he meant, but then I remembered. A few months ago I had fitted a then fully functioning second-hand speedo/odometer, obviously with a slightly higher reading, but which had itself almost immediately failed. Whether by chance or not I can't say, but it seems that these days you will be lucky to get one of these devices to stagger past about (1)39,000 miles... More on that in due course.

No dramas from the test itself, with exhaust emissions spot-on, I am pleased to report, but one advisory: a slight leak from the right-hand front damper. No problem, I thought. Back at base I have the nearly-new OE struts that were for a time on the red 'S', replaced with after-market units before I disposed of it; I can surely fit those almost as quickly as Tony and Nick repaired the front wing. Except, of course, that now I can't find the bloody things. I know they're in the garage somewhere,

Below, from left to right: rust hole at base of right-hand front wing had been there for a while, gradually becoming ever larger; elongated screw hole in right-hand door had allowed the latch mechanism to move out of place; late summer brought first an odd deposit of what looked like sand on the joint between the tailgate and the spoiler (blown in from the Sahara, perhaps?) and later, unsurprisingly, this puddle caused by blocked drain holes





Watching GTR Motorsport's Nick Purton quickly and confidently dealing with the 924S's corroded lower front wing was naturally a very satisfying experience. Key to success was first scraping away all paintwork and sealant necessary to expose all of the rust – however far it might extend – and then fabricating an accurate repair panel before cutting out any of the affected metalwork. Precision is essential: note the almost surgically thin cutting disc in use

but exhuming them is going to be a task for a chilly but dry autumn morning, when I am in the mood for a vigorous work-out. And then some careful stocktaking, perhaps...

Most of the other issues I talked about last time remain works in progress – not least the tailgate latch mechanisms, but I have worked round those by simply disconnecting the two gas struts (so there is no upward pressure on the pins), and putting up with the ensuing rattles. It makes the tailgate rather hard work to open, of course, but I can live with that. No less annoyingly, my careful resealing of the rear light units appears not to have been entirely successful, despite my use of the correct Porsche sealing 'cord', so it looks as though another attempt will be necessary. Significantly, however, I do seem to have eliminated pretty much all of the exhaust gas that, judging by the previous acrid smell, was on occasion being sucked into the cabin.

Something of a *volte face* on the rear bumper, as well. During a visit to PIE Performance in Suffolk in early August I acquired a brand-new and unused moulding at a knockdown price. It will need painting, of course (Tony...?), and thanks to my less than successful attempt at fitting the previous one another new rubber strip, but it will make a massive difference to the car's looks – and not least to the way I feel about it. It will seem more credible, if you like – although interestingly the new bumper doesn't appear to fit any better than either the damaged original or the other two I have so far tried. Maybe the mounting brackets were damaged by the presumably slight impact, too – although they don't look distorted in any way.

I had an interesting (ie intensely frustrating) time trying to make the two doors open more smoothly, and despite some improvements that area, too, remains unresolved. There was

no great problem opening the doors from inside the car, but the trigger mechanisms on both exterior handles had become almost impossibly stiff, and on the passenger side to the extent that I was starting to need two hands to release the thing. My fingers just aren't as young as they used to be.

Long story short: on the driver's side the latch on the trailing edge of the door shell had obviously been left loose on its mounts at some time, such that the movement of the upper fixing screw had first worn oval and then distorted the hole in the panel. This had placed the latch so that it would never line up accurately with the hasp, however much I adjusted the latter, and also with a significant pre-load on it. That, in turn, had presumably first worn away and then fractured the pivot pin for the trigger, and although someone had made a fair job of cobbling that together with wire, there was still too much lost movement



TECH: PROJECTS



for the mechanism ever to release easily. There wasn't much I could do about the ovality in the hole in the door, but with the aid of an air-powered linisher I was able to smooth off the raised area such that the latch would at least have a chance of sitting in the correct position, and so far, with the securing screws tight, it appears not to have moved again. Unfortunately, however, the only photo I have is shown here (see previous spread). As usual, I was a bit too fixated on getting the bits back together to take any others. But it will all have to come apart again for attention to the improvised trigger mechanism (my cunning plan is to swap them from one side of the car to the other; if you know your 944/VW Golf door handles you will understand what I mean), so more on that in due course. One other job I am spending a bit of time on at the moment is the radio aerial. I am no great fan of in-car 'entertainment', preferring

to concentrate on driving, but since I have that minimalist Blaupunkt receiver, with its built-in loudspeakers, I thought I might as well get it working – and since excising the antenna on the left-hand front wing a few months ago there has been no chance of that. But strolling round my local Halfords a few weeks ago – primarily in search of some of the air-conditioning 'O'-rings I talked about in a recent how-to story – I spotted one of those simple stick-on jobs that you place on the inside of the windscreen. For just £4 it would have been foolish not to give it a try. But my plan is not to place the aerial on either the front or even rear windscreen, but instead to hide it inside the sunroof panel which, being made of plastic, should allow it to function effectively. (A steel panel would shield it from the signal.) There's a bit of wiring to be done – the main signal cable, plus both the power lead and the earth for the

integral signal booster, but that should be no more awkward than for an external roof-mounted aerial, and if it works should make for a very discreet installation. I'll let you know how that goes next time. The 944, meanwhile, waits for me over at Auto Umbau. I have managed to make only the occasional trip there these last few months to blow up the tyres (there's a slow leak in the left rear) and to run the engine up to temperature, but it's coming to no great harm. The paint had its day long ago, and the interior pretty much likewise. I see that the rear end of the left-hand sill member, just ahead of that same rear wheel, has finally perforated from behind, with the painted under-body sealant on the outside holding everything together like some rather unpleasant-looking synthetic blister, but all in good time. Nothing that Tony and Nick shouldn't be able to sort out. **PW**

Unsurprisingly, rust was attacking inner wing, too, but luckily the damage appeared to be limited to a small area – and it would have been even smaller, of course, had the outer wing been tackled when it first started to show the tell-tale signs. All good now, though, with plate welded on, and everything protected by weld-through zinc-rich primer, under-body sealant, and finally a liberal soaking in wax. Finished job (below) is genuinely indistinguishable from new



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ANOTHER ONE DRIVES A CAYMAN

911&PW's resident tyre kicker, Kieron Fennelly, swaps his 987 Cayman for a 981 model, after four and half years of happy motoring. Predictably, he's not disappointed



KIERON FENNELLY

CAYMAN 981
2.7

Occupation: Freelance writer
Previous Porsches: 2
Current Porsche: Cayman 981
Mods/options: Standard
Contact: kieronfen@talktalk.net
This month: The 987 Cayman makes way for a new (to me at least) Cayman 981

Kieron Fennelly's new Cayman 981 on a European jaunt

After four years with my 987 Cayman, I was beginning to think about a 981: Porsche itches are, as is well known, hard to resist. So in April I traded my 2.9 gen 2 987 for a six-speed 981 2.7. There was no compelling reason to part with the 2.9. At 74,000 miles it was performing as well as ever and in some ways I would have liked to reach the 100,000 mark just to make the point how good the MA1 engines are. But a black car is hard to keep clean and after eight years, the paintwork was really in need of the attentions of a detailer. When a stone went through an a/c radiator, I realised there was another item which would need significant expenditure.

I had to stump up about £15,000 over the trade-in for the 987, with dealer Ashgood, which equated to depreciation of £7000 in

four and a half years (and 43,000 miles) and on a car which I had spent £2600 in servicing over that period. Regular readers will know my preference for smaller wheels so swapping the nineteens for five-spoke eighteens improved the transaction from my viewpoint (and five spokes are easier to clean than twelve). Bigger alloys fill the arches better, but low profile tyres mean you lose in ride quality. Once again I opted for the smaller flat six: the 3.4S costs £8000 more new and this of course is reflected in used values. I proved to my own satisfaction with the 2.9 that a deficit of 50bhp and 80Newtons looks far worse on paper than it feels on the road.

We jump in and out of cars and try to assess them on the strength of, at best, a few days' exposure, but in reality it takes longer to get to know a car. I expected the 981 to feel much the same as the 987 and

largely it does. The differences are mostly subtle and it takes time and a few long trips to appreciate them. The first impression is the 981's cockpit is distinctly luxurious: a step up from the 987's and typified by the door furniture with redesigned pockets and proper metal instead of grey plastic door handles always prone to ring-finger chipping. The seats are plusher and wider and again Porsche has introduced higher quality plastics around the central tunnel, now angled towards the fascia like other Porsches, bringing the gear lever closer to hand. The fascia itself has tasteful metal trims around the vents (slightly overdone in my view), but without doubt the whole cockpit offers a more crafted appearance. If it is more cossetting, the 981 is somehow less intimate – based on the altogether bigger 991 chassis, the cabin is noticeably wider and the windscreen further away.

Below left: A track day at Castle Combe proved the Cayman to be near invincible on dry Tarmac





Purist Fennelly swapped optional 19in wheels for smaller 18s in quest for ride comfort

Ergonomics are exactly the same: I thought I would not like the sloping facia panel which separates the seats, but in fact it does improve the position of the gear lever.

The 2.7 is like its 2.9 predecessor: it thrives on revs. I always liked the idea of a production engine which made 100bhp per litre (which at 271bhp the 2.7 does). That was once the sort of power of the factory 911 RSRs, and attempts to coax more than about 330bhp from the 993 3.8 compromised driveability. Modern life involves slow traffic and the advantage of a modern Porsche is the way a highly-tuned engine adapts completely, when necessary. I was initially concerned about the 981's electric steering: it does feel slightly different in a way that is difficult to analyse, but it is still Porsche steering and you quickly forget about the electric rack.

When I borrowed a 718, I found the almost instant torque made accelerating unnecessarily almost irresistible; because the naturally aspirated 2.7 comes to life only above 4000rpm, I tend to find myself keeping up with the traffic rather than attempting heroics. Really letting the Cayman off the leash becomes then an occasional pleasure when the chance arises: a recent blast through the Black Forest east of Freiburg wringing the engine out in third and fourth on those superb rising and falling three lane roads with half mile sight lines was quite sensational. Earlier in the year, a trip to Eastern France

offered an opportunity to investigate the 981's handling on the twisting roads of the Vosges. It felt stiffer and slightly more composed than I remembered with the 987, and it was all but impossible to spin the inside wheel. On the tightest corners the limitation tended to be the standard seats which in extremis do not have enough lateral support.

So when the following month I ventured on to the track at Castle Combe, I half knew what to expect: the combination of longer wheelbase, wider front track and wider rubber meant the 981 was quite implacable on dry Tarmac and I could not provoke the PSM. After a couple of sessions with the 987 I used to feel I was getting somewhere near the limit, as witnessed by the wear on the outer shoulders of the front tyres. The 981 undoubtedly sets that limit higher and I for one felt I had reached the level of my incompetence, as in another context the management guru LJ Peter of 'Peter Principle' fame put it.

The trip computer indicates an average of 34.5mpg over 7500 miles. Admittedly most of those miles were long journeys, none in winter temperatures. Work and family commitments have meant three significant continental trips this year (hence the decent mpg). The remote Vosges in April is one thing, but the new problem in France is now the 80kph limit: no one seems to know where the cameras are so everyone is afraid to overtake. The

routes nationales are tiresome at 45–50mph. Over the border Germany's colossal road rebuilding programme means you have to pick your Autobahn carefully, so I tend to go to Stuttgart via Luxembourg and the Eifel motorways which in the week are empty and you can do 120mph if you like, and as I did briefly chasing a beautiful 911SC, but it is a lot more economical to go slower and watch the reps in their Audis and 3 Series haring flat-out after each other and you often as not catch them up later on. On all these outings the new Cayman is excellent company. Certainly it is less involving than my 993 was, but driving the 600 miles home from Freiburg I was a lot less fatigued in the air conditioned and relatively quiet Cayman than I would have been in the 993.

Nevertheless it has taken longer than I imagined to bond with the 981: it takes refinement and ease of driving to a new level and one I am not always in the mood to appreciate. On the other hand, if older 911s or especially Keith Seume's Westfield would test driving skills rather more on some of the roads I drove this year, you do have to get the cars there first... Next year's travel programme envisages visiting those hills again – my longer term plan is to tour Romania. However, exactly what escaping Blighty after March 29th will require – green cards, international driving licences, travel visas etc – is anybody's guess. **PW**

Trading a 987 for a 981 Cayman. In the case of this swap, that requires a bridging payment of about £15,000





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INSTANT KARMA FOR CARELESS 718 OWNERS?

It has come to my attention – as that famously ominous saying has it – that Porsche Cars GB has written to owners of 718 Boxsters and Caymans to alert them to the damage that can be caused by, and I quote, ‘throwing cigarette butts out the windows while driving’. Leaving aside the annoyingly casual tone of that phrase, I did wonder for a moment or two if the whole thing was some kind of elaborate hoax.

‘In certain circumstances,’ continues the official letter, ‘combustible material can get into the air intake of the engine near the rear wheel. This may then cause a smouldering fire in the engine compartment. If this happens, you may see smoke coming from the engine compartment or notice a loss of power. Warning lights also could come on.’ No, really? Who would have thought it?

The miracle cure, it seems, is to take your car to your Porsche Centre, where the

body-side air intakes will be inspected and then fitted with protective mesh grilles. (Presumably, a bit like the ones Porsche has never bothered installing to prevent stone and corrosion damage to the front-mounted air-conditioning condensers.) The work will take around an hour and a half, we are told, and will be carried out free of charge.

Now I hate to sound too politically correct about this, but the fact of the matter is that throwing lighted fag ends – or anything else, for that matter – out of a vehicle, especially when it is moving, is at best anti-social, but also a significant hazard to anyone else in the vicinity. And did I mention that it is also illegal? BECAUSE IT IS!!

If by some unfortunate chance your 718 gets in the way of a piece of litter, of course – or even someone else’s cigarette end – then those grilles will, of course, be a godsend. Frankly,

though, if you set your own car alight by such means then I would simply chalk it

up as a small but valuable victory for the karma police. Anyway, you have been

warned. Better yet, do us all a favour and simply give up the filthy habit.



It’s not just autumn leaves that 718 owners need to be wary of. There have been cases of cars being damaged by (lighted) cigarette ends ingested into the body-side air intakes, it seems

THE ANSWER’S IN THE OIL – IF YOU KNOW WHERE TO LOOK

An intriguing follow-up from Mike Champion at MCE Porsche in north Oxfordshire (mceporsche.com) about the Cayman ‘S’ with an oil-level ‘problem’. (See these pages in the December edition.) Thanks to a spectrographic analysis of the oil by one of several specialist labs that he uses, reports Mike, the low level in the sump turned out to be caused not by any fault in the built-in monitoring system, or by oil burning in the conventional sense, but simply by the lubricant being diluted by fuel.

‘It’s a very interesting situation,’ said Mike, ‘and obviously it was very lucky for the owner that we spotted it as early as we did. If left unattended it could lead to compromised lubrication of the pistons and cylinders, and that in turn might well cause much more serious issues, such as bore-scoring or bearing failure. It’s a perfect illustration of why I avoid jumping to conclusions about an engine’s condition. And it does make you wonder how many cases of classic M97 bore-scoring have had a similar underlying cause.’

The key to successful oil

analysis is the interpretation of the results, of course, not just the bare result provided by the lab itself. All engines are different, as are all types of engine oil, so a result that may look entirely normal in one unit, with one particular oil, might mean something entirely different in another application. What we need to do now is look at the fuel injectors, because I suspect that worn or simply leaky units are allowing unburned petrol to seep past the piston rings into the crankcase. And needless to say, that is much easier and cheaper to address than a full engine rebuild!’

Good call, Mike. But surely fuel dilution of the oil – which we both noted was almost as thin as plain water when drained out of the sump, although I certainly don’t recall it smelling excessively of petrol – would cause the level to rise, not to fall?

‘Yes, but fuel dilution will reduce – as we observed – the viscosity of the lubricant. So the oil control rings – and probably also the second ring – on the pistons will struggle to prevent the oil washed onto the bores from seeping back into the combustion chamber during the low-pressure induction strokes. This oil

then mixes with the intake charge, and gets burned during the next combustion stroke, hence oil consumption

is increased.’

By no means the last we’ve heard of this one, I suspect. Watch this space.



TECH TOPICS

With 911 & Porsche World's consultant editor, Chris Horton

PRACTICAL PORSCHE

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CAYMAN'S MYSTERY OIL-LEVEL DROP

I recently spent a fascinating afternoon at MCE Porsche in Oxfordshire. Proprietor Mike Champion is an enthusiast of many years' standing, and also a time-served and highly qualified engineer with a long career in the automotive industry behind him. And you have to admire a man who, while working on classic 911s, listens to classic vinyl albums of the same period. Ready to go on his bench-top tortoise, The Doors, The Beach Boys, Anita Frazer, Jimi Hendrix and Led Zepplin.

My visit, having first met Mike at a Porsche event just a few weeks previously, was primarily to have a longer discussion and a look around his compact but very well-equipped premises, but also to work out what stories we might collaborate on in future editions of the magazine. And, as luck would have it, there was an ideal candidate vehicle on the two-post lift even as I arrived.

A manual-transmission 987 Cayman 'S', 2005 model, around 70,000 miles on the clock. Obviously owned by a fastidious individual – another engineer – and equipped with at least ten mods that mark him out as a knowledgeable and fan-geared enthusiast.

a beautifully made stainless-steel exhaust, and protective grilles for the front air intakes. Here's someone who knows all about rotting radiators and the potentially disastrous consequences thereof.

His understandable worry on this occasion, however, was the engine's seemingly high oil consumption. The car had been serviced elsewhere – in the fairly recent past, but now, after just 1000 miles, the bar-type display in the instrument panel was suggesting that the level in the sump was down to the bare minimum. An engine of this type and mileage should consume no more than around half a litre of oil in that distance. Three times that amount was suggesting that something was clearly amiss.

Mike's mission, then, was to establish whether this was due to either a faulty gauge or sensor – or perhaps to some other mechanical malady. (Fortunately, and for reasons best known to best Porsche abandoned the good, old-fashioned and in principle fail-safe mechanical dipstick with the cessation of 986/987 production.) Rather than waste in and diagnose it on an internal

examination, however, Mike was sensibly starting with the most basic and easily measurable parameters. I am always careful not to jump to conclusions about those engines, he says, and prefer instead to take an objective, results-led view. Obtain the engineering facts, present them to the customer, and decide how to proceed from there. Armed, then, with Porsche's published figures for the 987 volume (a liter change: 7.5 litres if you leave the element undisturbed, and then with around 220ml inside the housing), the first job was to drain and then accurately measure what was in the engine to start with.

Result, after about 20 minutes, and when there were no more than a few drops oozing from the orifice: almost exactly 6.0 litres in the plastic container which, with the obviously customary precision, Mike had previously graduated with a clear and permanent marker. Given the typically 1.0-1.5 litre difference you can expect between 'mark and trim' on the average conventional dipstick, this suggested that the gauge was indeed, giving a realistic view of the situation – and might even have been

very slightly optimistic. But even now Mike wasn't convinced. I have no reason to doubt whatever carried out the last service, he conceded, but I have no way of knowing for sure that the sump was filled to the correct level 1000 miles ago. What I shall do, then, is first refill it with the same quantity of new oil as the amount I have just drained out, to see if that gives the same reading on the gauge. If so, I shall add more fresh oil – in known increments, checking the gauge as I go – until it's up to the maximum, if the volume added matches what I would expect, then I can have confidence in the accuracy of the gauge. I will then let the customer drive the car normally for the next 1000 miles, knowing that we have both a controlled starting volume and a reliable means of measurement.

If, as I suspect it will, the gauge subsequently shows only the usual modest reduction in level that you might expect, then all will be well, and we can just do an operator error. If within that distance, on the other hand, the level genuinely falls back to the same as it was today, then clearly there is a deeper problem that will have to be investigated.

In anticipation of further investigation being required, I shall also take the precaution of collecting a sample of the old oil, and sending that to Millers Oils in Huddersfield. As I'm sure you know, they offer a highly informative spectrographic analysis service, which for around £50 a time gives you a very detailed view of any contaminants and particulate matter. That should give me an accurate picture of not just the cylinder condition, but also of the piston rings and skirts, the crankshaft bearings, and even the valves. And at this stage it's far less costly than having me remove all six coil packs and spark plugs, and then start carrying out cylinder leakage tests, and so on – especially if the measurements reveal that it really was just a filling error, during the previous service.

● For more information about MCE's services and specialties go to mceporsche.com or call 07796 372239. The company is just off the A422 between Banbury and Stratford, and is more than a mile from Junction 11 of the M40 motorway. For more about Millers Oils analysis services go to millersoil.co.uk

Cayman owner was concerned that after only 2000 miles since last oil and filter change, lubricant level in sump had dropped to minimum mark. But was that because the engine 'burning' it, or was the level drop due to the oil being added to the sump to correct level and observing what happened to the next 1000 miles. Spectrographic analysis of the old oil will be a good indicator of problems, too – or helpfully the absence of them – and after-market magnetic drain plug was encouragingly free from lift-lab swarf

108 911 & PORSCHE WORLD

Counter-intuitively, Cayman's mystery oil-level drop (see previous issue) is probably the result of fuel contamination, suggests MCE's Mike Champion, after having a sample professionally analysed. See accompanying text for a possible explanation – and cause

108 911 & PORSCHE WORLD



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996 TIPTRONIC 'IMMOBILISED' BY FAULTY BRAKE-LIGHT SWITCH

My visit to MCE brought with it what you might call another 'windfall' story. Parked outside awaiting collection was a tidy 'T'-registration 996 coupé. 'What's the problem with that?' I asked Mike Champion.

'Ah, yes, this was quite an interesting fault,' he replied. 'It's a Tiptronic, as many of this period are, and the customer was complaining that it was becoming increasingly reluctant to shift out of "Park". In fact, sometimes she just had to give up and leave it, and try again later. Not unreasonably she had assumed that it was something to do with the mechanism beneath the lever, but in truth it's a lot simpler than that.'

In all modern cars with

automatic transmission you have to put your foot on the brake pedal before you can engage a gear and move off. It's an obvious safety feature, the same as depressing the clutch in a manual model before you can start the engine. The way this is done is via a solenoid that takes a signal from the same switch that operates the brake lights – so the obvious clue here was that the brake lights weren't working, either.'

Predictably it's not the most comfortable of tasks to get at the offending switch, tucked away under the fascia, added Mike, but assuming you have the required bodily flexibility it's easy – and cheap – enough to change. There is a

straightforward push-on terminal block for the wiring, and the device is secured into its bracket with a simple bayonet-style twist.

The only other aspect of the job is subsequently to adjust the central push-rod so that the button on the end is in the required position relative to the stem of the pedal. To do that, pull the latter as far back as it will go and, while holding it in that position, gently pull the switch's plastic rod out against its ratchet mechanism as far as it will go. You will hear – and certainly feel – it softly clicking as you do.

The switch, part number 996 613 113 02, costs around £18 including VAT from Porsche (£22.89 from Euro



This simple item could be the reason why your Tiptronic 996 or similar won't reliably shift out of 'Park'. New one made in UK, note!

Car Parts), and a good independent will charge you for perhaps half an hour to fit it, maybe less or effectively

nothing at all if done as part of, say, a major service. Or you could, of course, just get out there and do it yourself!

DRESSING FOR THE OCCASION

Here's a neat and cost-effective way of helping to give your air-cooled engine that highly desirable 'RSR' look. One of the defining features of these iconic power units is the oil feed to the centre of each camshaft, via an external hose from the crankcase through the front of each timing-chain cover. The oil then passes, through drillings in the camshafts, to the bearing journals, the cam lobes, and not least the rocker arms. This new pipe set from BS Motorsport cannot replicate that race-bred, belt-and-braces oil supply, but it certainly helps to make any air-cooled engine look the part.

How does it work? Cleverly, the central banjo bolt has just one radial drilling, preventing the pressurised oil being 'lost' inside each timing case, and instead feeding it onward to the standard spraybar inside each camshaft housing. Price

for an engine set of two pipes – assembled at the company's Buckinghamshire base, and including new banjo bolts and aluminium washers – is just £140 plus VAT. For more details go to bsmotorsport.co.uk. It is also worth noting, by the way, that the company can now cost-effectively fabricate many other types of these oil and fuel pipes in-house, either to pattern or to your or its own design.

While we are on the subject of dress-up parts that – unlike some – also have a genuine practical value, take a butcher's at these (right). You might never see your air-cooled engine's cooling tinware, once the unit is fully assembled and installed in the car, but imagine how satisfying it would be to know that it looks as smart as this.

Replicas of the high-efficiency cylinder-barrel cooling ducts fitted to the 2.5-litre 911 ST, these precision-cut and

folded aluminium pieces, again from BS Motorsport, are available with either 'long' or 'short' powder-coated mild-steel mounting tabs, making them suitable for either early 2.0-litre cylinder barrels or later engines (to 1989). They are secured with the standard Porsche spring-clips (normally not supplied with the kit, but available from the company if required). Cost for an engine set is £330.60 plus VAT. For more information go to bsmotorsport.co.uk. **PW**



BS Motorsport's neat hose kit (top) replicates the look of the 2.8 RSR-style camshaft oil supply. Or how about a set of high-efficiency cylinder-barrel cooling ducts, as fitted to the 2.5-litre ST?

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SOLD AT AUCTION

The international classic car auction calendar is increasingly packed out, and many high-end Porsches change hands at these events. In the first of a regular series we pick out some interesting sale lots and take a closer look, starting with three from RM Sotheby's, Historics at Brooklands and Bonhams

PORSCHE 911 CARRERA 2.7 RS PROTOTYPE

Before the 911 Carrera 2.7 RS could have its impact on the automotive world, a batch of early examples were built, tested and refined by Porsche to ensure its success. Nine 911 Carrera RS models were built and kept by the factory for testing and pre-production purposes, of which this example was the second such car built. Although the exact dates are debated, alongside chassis 9113600011 (the first Carrera RS), chassis 9113600012 was probably produced in April 1972, six months prior to the beginning of production of the model, and well before the 1973 model year formally began. It was followed shortly thereafter by chassis 9113600013 and 9113600014.

The most evident difference between this and the production Carrera RS that followed is 0012's lack of the 'duck-tail' rear spoiler, making for a much subtler appearance akin to a 911 S, albeit with slightly wider rear wings. The car also boasted an 85-litre fuel tank. A space-saver spare tyre and a 1.5hp starter further differentiated it from the cars that would come after. Another difference is the chrome trim around the indicator lamps, which were painted black on later cars. The

first four Carrera RS examples were based on 911S bodysHELLS from the 1972 model year and modified to what would become 1973 Carrera RS specifications. These four cars were internally designated by the factory as 911.644, while the Carrera RS would be designated 911.744.

The subject car first appeared in a sales brochure for the 1973 model year, which was produced in the summer of 1972. Chassis 0012, finished in Signal Yellow, was used for testing prior to the start of regular production (wearing registration number "LB-SN 883"), and also for rides with journalists. During the remainder of RS 2.7 production, Porsche held on to chassis 0012, and after production had ceased delivered it to its first private owner, racing driver Helmut Koinigg on 26th September 1973, who repainted it white shortly after.

Koinigg was killed in an accident at the 1975 US Grand Prix, and chassis 0012 was sold to Helmut Gold in February 1975. Gold used the car frequently, taking it on extended trips and reportedly driving it as far away as Africa, keeping it for roughly 10 years until it was sold to Erich Weidener of Memmingen, Germany. Weidener kept it for five years, before selling it to Friedhelm Tang of Bonn in 1990.

PORSCHE 911 CARRERA 2.7 RS PROTOTYPE

Sale lot no:	205
Year:	1972
Chassis no:	9113600012
Engine no:	6630022
Gearbox no:	7135011
Auction:	RM Sotheby's The Porsche 70th Anniversary Auction
Where:	Porsche Experience Center Atlanta, Atlanta, Georgia, USA
When:	27th October, 2018
Pre-sale estimate:	\$1.25-\$1.5m (£980,000-£1.19m)
Sold for:	\$1,325,000 (£1,039,400)

The Porsche was purchased by Christopher Stahl, also of Bonn, who began a restoration, but it was then sold to US collector David Mohlman prior to its completion. He sent the car to BS Motorsport of Westcott in Buckinghamshire while the engine and transmission were entrusted to Manfred Rugen Motorenteknik of Hepstedt, Germany, to be fully rebuilt.

The 911 was in the US through the mid-2000s, returning to Austria in 2008 when it was purchased by Johannes Willenpart. This early Carrera RS prototype appears largely as it did when it was first seen in the 1973 brochure. Still sporting RS bumpers, "houndstooth" seats and 15-inch wheels, at a casual glance it could almost be a 911S.

A rarity indeed, this prototype 2.7 RS has led an active life, making it as far afield as Africa, with one owner. Its rarity probably justifies its selling price



Images Stephan Bauer

PORSCHE 356 B COUPE

This Porsche 356 coupe rolled off the production line on 21st February 1962, finished in the rare colour combination of Champagne Yellow with green faux leather and corduroy inlays. Champagne Yellow was a new colour offered for the first time in 1962, and set the tone for the 1960s movement.

A European specification example, it was first delivered to Bologna, Italy, before finding its way across the Atlantic to the Porsche friendly state of California, USA, in the 1970s, where it was adorned with the blue plate registration "356 6T2".

In 1978 the car was purchased by Mr J Albicocco of Newport Beach in Orange County, where the car remained under single ownership for the following 34 years. During this time it was serviced regularly with all parts purchased from Stoddards, one of the

most notable Porsche dealerships of the time (and still a Porsche parts specialist). The history file is a fantastic read, accounts for each part and service order from the Porsche dealership presented among the vast content, with every invoice present, even if only for a spark plug, throughout its life at the Albicocco family home.

This long term ownership came to an end in 2012 when the car was sold to a local Californian dealer that found a new home and owner for the Porsche in England. Mr D Lane of Kent then took over the tenure.

Original Bosch European yellow headlamps with glass guard protectors are present alongside twin front bumper mounted spot lamps. Boasting a genuine Porsche 356 B Super 90 engine, this car also has a new Dansk exhaust system. Recent service works also include a new starter motor, front anti-roll bar bushes,

PORSCHE 356 B COUPE

Sale lot no:	145
Year:	1962
Chassis no:	119389
Engine no:	804843
Auction:	Historics at Brooklands
Where:	Brooklands Motor Museum, Brooklands, Surrey, UK
When:	22nd September, 2018
Pre-sale estimate:	£59,000–£72,000
Sold for:	£69,440

wheel cylinders, brake shoes, master cylinder and, in October 2015, a full engine rebuild. Period photographs of the vehicle on family holidays are present within the history file, as is its Porsche Certificate of Authenticity, shipping details from its movement across to the UK, original handbook and almost every piece of known service history that a collector and Porsche enthusiast would request.

Not unusually, this 356 B Coupe has moved around the world in its lifetime, having originally been built for the Italian market, before heading to America in the 1970s and finally to the UK



PORSCHE 911 2.0 SWB 'SUNROOF' COUPE

The 911 first appeared at the 1963 Frankfurt show as the "901", but shortly after production proper commenced in 1964 had become the "911" following Peugeot's complaints about the use of "0" model numbers. The preceding 356's rear-engined layout was retained, but the 911 switched to unitary construction for the chassis and body and dropped the 356's VW-based suspension in favour of a more modern MacPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single overhead-camshaft, air-cooled flat-six engine displaced 1991cc and produced 130bhp.

Manufactured in March 1966, this 911 was delivered new via the Rossel dealership in Wiesbaden in Germany, making it an ultra-rare European example, the bulk of production going to the USA. This particular 911 is also one of the early, short-wheelbase cars of the type much favoured by the

historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity. Chassis 303951 was ordered with the desirable Webasto sunroof as well as a Becker Monte Carlo radio with antenna and loudspeakers. It's believed that the car had remained in Germany ever since.

The seller bought the Porsche in 2014, in need of restoration, and had it fully restored to the highest standards with no expense spared by marque specialists GT Classic Sportwagen in Essen, Germany. The owner also had some sonderwunsch (special request) options installed: full leather seats in black (instead of leatherette) costing €3000, chrome wheels, a GPS-tracker (for regularity rallies) and competition safety belts, etc. When finished, this car was so beautiful that the vendor hardly dared to drive it!

Accompanying documentation includes a Porsche Certificate of Authenticity confirming its original specification and the

PORSCHE 911 2.0 SWB 'SUNROOF' COUPE

Sale lot no:	18
Year:	1966
Chassis no:	303951
Engine no:	907193
Auction:	Bonhams' The Zoute Sale
Where:	Place Albert de Knokke Le Zoute 8300 Knokke-Heist, Belgium
When:	5th October, 2018
Pre-sale estimate:	€130,000–€180,000 (£114,700–£159,000)
Sold for:	€207,000 (£182,700)

forementioned rare factory options; GT Classic's invoice and details of the complete restoration totalling over €100,000; a copy of the old German Fahrzeugbrief; TÜV paperwork dated 2015; and a copy of the old Porsche Kardex recording the first services. This short-wheelbase Porsche 911 is the perfect car for historic rallies, being fast and competitive. Ready to take to any rally or concours event, it is "on the button" and ready to go.

Strong money for this SWB 911 2.0, but they don't come much better



The images and description of the 911 Carrera 2.7 RS prototype appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, www.rmsothebys.com); the images and description of the 356B Coupe appear courtesy of Historics at Brooklands (+44 (0)1753 639170, www.historics.co.uk); the images and description of the 911 SWB appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com)

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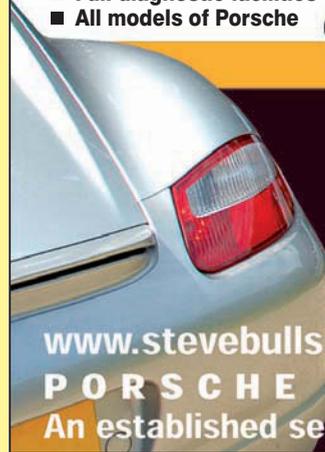
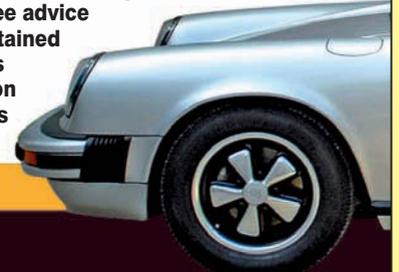


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Success with a previous IT business allowed Adam Caulfield to buy a 911 – which made him realise he had to start a Porsche business



How long have you been in the Porsche business?

CavendishPorsche has been trading for around six years now, but I have been selling Porsches for 11 years. I first got the Porsche bug in my early twenties when I was lucky enough to own my first 911 through an IT business venture that allowed me to indulge in Zuffenhausen's finest. I was instantly hooked and knew that I wanted to start a Porsche business.

What Porsches do you specialise in?

All Porsche sports cars from the early classics to water-cooled models up to as new as three years old.

What servicing/repair/rebuilding work do you do?

We are lucky enough to have an extremely busy workshop all year round, which covers all aspects of Porsche servicing and repairs. We have Porsche trained technicians old enough to have worked on air-cooled cars back in the day, so we have a wealth of experience on the classics as well as the newer models. There are always plenty of engine rebuilds on the go, and restoration and "back dating" has become a big part of our business.

What's the cheapest, and most expensive Porsche you've had for sale recently?

Our cheapest was a very nice 987 Boxster 2.7 at £9995, and our most expensive was a 997 911 GT3 at £74,995. Two ends of the Porsche spectrum.

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

The 986 and 987 Boxsters are great value, and even though 996s have been steadily rising in value over the last few years, they are still great value, too, especially if you have the 911 itch that needs scratching.

Where do you get your stock from?

The majority comes from customers offering their cars to us. We source some stock through trawling the internet for private sellers, and we have a few trusted traders that offer us cars from time to time. We never buy from auctions as we have a policy that all cars are thoroughly inspected by ourselves prior to purchase.

What warranty do you give, or sell?

Although some warranty companies pay out on more types of claims than others, they never really meet the expectations of what customers believed that they were covered for, and for that reason, we do not sell or give third-party warranties on any car. Our cars, which undergo a 141-point check prior to sale, are covered by a "belt and braces" six-month or 6000-mile (whichever comes first) in-house warranty.

What Porsches are "hot" at the moment?

We presently do very well with early 997s. Selling them is the easy part – the major problem is finding good examples with the right specification and mileage. We've noticed the market for

air-cooled cars has softened over the last 12 months.

What's best value at the moment?

Early 987 Boxsters and Caymans are great value. You get a lot of car for your money.

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

Pretty much all of them. I use every car I purchase for a couple of days to really get a feel for how it drives. My wife is bored of hearing me tell her, 'Now this is the car that I could keep.'

What car do you drive every day?

I'm currently driving a very nice low-mileage 996 Cabriolet which we recently took into stock.

What are your plans for the future?

We're currently looking for bigger premises, as space is an issue and stifling our growth. We ideally need a location that can house our stock, is big enough for six ramps and can accommodate a separate fabrication and paint booth workshop, while extra parking would be a real luxury. Other than that, it's just keep doing what we are doing now.

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The best model is the 3.2S, with better torque than the 2.5 and 2.7, and if you go for a 2003 model year on example, it will have the glass rather than plastic rear window, which makes a big difference. Expect to pay £6000 to £8000, and also to have a lot of fun!



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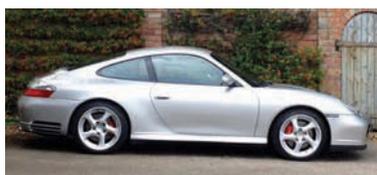
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911



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924



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P0119/007

944



944 Lux 8V collector's car
Manual coupe in Guards Red, the car is a one owner on an F-plate and has covered only 5063 miles from new, the condition is as would be expected from an effectively nearly new car and is as it left the factory, the pictures show the car in the washed/leathered condition ie not polished or detailed. The car is fitted with very comfortable optional Sport seats and runs smoothly, the oil was changed at 1000 miles by Malaya Garage in Billingshurst, Sussex and the oil, oil filter, antifreeze, fuel filter and fuel pump were changed a couple of years ago, all documentation is available for review. Due to the unique mileage/condition this car is now considered to be a collector's car and almost certainly one of the lowest mileage 944s still in existence. The price is £34,000 due to its unique sale features, any questions please ask but only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey).
£34,000 P0119/003

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 refurbed 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 P0119/026

1996 BMW E36 320i Auto Touring high spec
Boston Green metallic with nearly new black leather interior, Z4 sports seats, walnut trim, new Alcantara MTech2 steering wheel, staggered 17" BMW alloys with new Avons, Blaupunkt Bluetooth Toronto, genuine M3 electric door mirrors, Ansa exhaust, 325 throttle body, new rad, thermostat, water pump etc, Powerflex bushes, MTech anti-roll bars and cross brace. New MOT, will exchange for 924/944. Tel: 07786 866099. Email: ocallensmith@btinternet.com (Dorset).
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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

RM Sotheby's staged a major Porsche-only auction in Atlanta, where many premium cars were offered, including Porsche's own newly-built 'Project Gold' 993 Turbo. David Sutherland describes the action and looks behind the headline cars to judge the health of the classic Porsche market



RM Porsche-only sale in Atlanta drew a wide range of cars with some top prices

For the last four years Silverstone Auctions in partnership with Porsche Club Great Britain has staged a Porsche sale in the UK in Autumn. But in 2018 the idea was adopted by RM Sotheby's and ramped up into a high profile international event with glamorous sideshows held at the carmaker's Porsche Experience Center in Atlanta, where some truly stunning lots were offered. What could top the one-off "Project Gold" car that Porsche itself presented, a 911 faithfully built by Porsche Classic to the specification of the last air-cooled turbocharged Porsche, the 1998 993-model 911 Turbo? It was offered with a starting bid of \$174,546 (about £137,000, its last retail list price) but was bid up to \$3.42m (£2.69m) including buyer's premium, profits going to the Ferry Porsche Foundation charity.

Another extraordinary lot was the 1985 959 Paris-Dakar which competed in

that event, one of seven developmental cars, and one of two not still owned by Porsche. Its pre-sale estimate was \$3m-\$4m (£2.4m-£3.1m) but it made \$5.95m (£4.67m). A prototype of the 1973 911 Carrera 2.7RS (minus ducktail rear wing, see page 114) showed up and sold for \$1.33m (£1m), in the middle of its estimate range.

RM Sotheby's first ever single-marque sale raised over \$25.2m (nearly £20m) from buyers in 25 countries, a before-costs earner of around £4.5m, sellers paying 10 per cent commission and buyers mostly a 12.5 per cent premium. But with Porsche classic prices, particularly at the top end, flat or even declining in 2018, what do the numbers behind the stunning cars tell us?

Sixty-three Porsches, mainly classic models were offered, with 53 sold and RM speaking of the 'outstanding prices for many models'. Twenty-two achieved prices within their pre-sale estimate range, but 20 sold for under the lower of the two figures.

Eleven, if you include Project Gold with its specific starting bid, went for above their upper estimate price, most spectacularly the previously mentioned 959 Paris-Dakar.

Also delivering a pleasant surprise for its seller was the 1958 356A 1600 Super Speedster, in storage since 1983 and returned to driving condition but still unrestored, which entered the sale with a \$125,000-\$150,000 (£98,000-£118,000) hope but went under the hammer at \$307,500 (£241,400). Remember when, not long ago, you could barely give 914s away? A restored example of the 914/6 - the "6" denoting it as the six-cylinder Porsche-engined model rather than the four-pot VW-powered versions - carried a \$100,000-\$125,000 expectation (£78,500-£98,000) but on the day sold for \$145,000 (£113,800).

The 930-model 911 Turbo has been an auction star and is continuing in that vein, a classic black 1989 car with just 26,000 miles selling for \$196,000 (£153,850),

£16,500 over estimate, while a 1988 "Flatnose" Turbo SE made \$307,500 (£241,400), rising £6000 over estimate. A Turbo from a newer generation, a 993 Turbo S found a home at \$434,000 (£340,700), \$34,000 (£26,700) above estimate.

It might have appeared to be the "token" cheapest Porsche at an RM sale, but the 1980 924 with a mere 11,000 miles from new and offered at no reserve (as were the majority of the sale lots), and was expected to sell for between \$30,000 and \$40,000 (£23,500-£31,400) instead roared on to an impressive \$53,760 (£42,200). It now seems that any dedicated Porsche sale has to have a tractor, and the 1959 Diesel Junior 108K, the last auction lot - was among the strong performers, selling for \$51,520 (£44,400) and thus exceeding its top estimate by £9000 while remaining the cheapest Porsche in the auction.

Looking at the Porsches that sold for below their estimates suggests that sellers of the 'GT' models have become over-optimistic in their expectations. A 1996 993 911 GT2, whose seller had hoped for as much as \$1.2m (£940,000) got just \$643,000 (£504,700), more than £123,000 short of its lower estimate figure, while a 2011, 894-mile 997 911 GT2 RS sold for \$538,000 (£422,300) which was nearly £127,000 below the lower estimate, and a 2008 911 GT2 went for \$235,000 (£184,500), almost £20,000 short of estimate. A 2011 911 GT3RS 4.0 - the final 997 RS model - carried an \$800-\$1m (£628,000-£785,000)

expectation but fetched \$566,000 (£444,300), £183,700 below estimate. A 2007 997 GT3 RS was bid up to \$230,000 (£180,500) but this was below reserve so it did not move, and at the time of writing was a "Still for sale" at RM Sotheby's.

Indeed RM's list of Porsches in need of an offer at the end of the sale included some exotic metalwork. The 1983 956 Group C racer, the only 956 to race in the US in period, attracted a \$3.5m (£2.75) bid in the auction, so base any figures on that. Three other race cars, a 1973 911 Carrera RSR 2.8, a 1975 911 Carrera RSR 3.0 and a 1995 911 Cup 3.8 RSR Evo ran out of steam at \$2m (£1.56), \$1.78m (£1.4m) and £220,000 (£172,600), respectively. A pair of gorgeous looking 1951 split-windscreen 356s had been bid to \$460,000 (£360,800) and \$525,000 (£411,800), while a 1992 964 911 Carrera RS in Guards Red and with only 60 miles was looking for north of \$530,000 (£415,700).

The very achievement of gathering over 60 mostly premium classic Porsches in one sale suggests that there is still plenty of confidence among sellers, who in a different frame of mind might be reluctant to expose cars to the market lest a no-sale blights them for a period of time. And an 84 per cent success rate in the sale was probably satisfactory for RM Sotheby's. It should be remembered that Brexit, which is significantly damping UK classic sales, is a uniquely British obsession, and not one that is impacting markets elsewhere. **PW**



356A 1600 Super Speedster, £241,400



911 Turbo Flatnose, £241,400



911 GT2, £504,700



959 Paris-Dakar, £4.67m



Project Gold, £2.69m

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CAYMAN 3.8 GT4 * 2015 '65' * 7100-MILES * £78,495



Finished in blue sapphire metallic, between its rear aerofoil and low, slightly extended nose this GT4 is really quite striking, its competition bodywork endowing the Cayman with a presence lacking in lesser models. A low production figure, unofficially 3800 (of which about 10% came to the UK) means the GT4 is also pretty exclusive: Porsche's carefully orchestrated prelaunch publicity meant that the UK allocation was virtually sold out before reaching the dealers. For a period, speculative pricing pushed the used values of a Cayman with a £64,000 base price over £100,000. Two years since production ended, the market has calmed: the going-price is now more in the £80,000 region. What might this buy you?

The GT4's aero-kit is designed essentially for the track and although away from the circuit it may appear a bit outré, the hottest Cayman is remarkably pliant and eminently suitable for the road. A suspension with assorted GT3 componentry, including rear struts rather than the multi-link arrangement of tamer Caymen, serves up a ride firm enough to inspire track confidence yet insulated and smooth enough for touring; the cabin is occasionally boomy though this seems to be more a particular resonance relating to engine revs than anything attributable to the reduced sound deadening. The 3.8, admittedly a 'stock' unit rather than a Weissach product is sufficiently ballistic in the upper rev range

to offer a very passable GT3 imitation. Its impressive torque also makes the most of the Cayman's high gearing which means progress at lower rpm can still be very quick. The lovely short throw gearshift and similarly short travel clutch work in particular harmony and, like the electric steering, have just the right weight: in this respect the GT4 is a less demanding car to drive fast on a twisting road than a 997 GT3.

Essentially the GT4 simply sharpens the focus of all the things the base Cayman excels at, that combination of peerless mid-engine handling and accessible performance. This handsome example from Ray Northway has a comprehensive equipment list which includes bucket seats, sound package, two zone a/c, PCM and folding mirrors: indeed the beautifully appointed cabin and (by today's standards) essentially analogue controls – cord door pulls are a nice touch, make this a fine driving environment. This GT4's one local owner covered barely 7000 miles in three years; Reading PC serviced the car at 6353 miles in November 2017 and it is, as might be expected, quite unmarked. For sale at £4000 above its original cost new, if you reckon the depreciation curve has flattened out, this nicely run-in GT4 represents a very tempting package. The naysayers will opine that if you don't need the aero-kit, for £20,000 less the 981 GTS is more practical, but the cleverly honed GT4 makes the finesse of race car dynamics accessible to ordinary mortals like almost no other car. **PW**



CHECKLIST

BACKGROUND

Porsche was concerned that the Cayman would steal sales from the 911 so priced it just above the Boxster, but 30–40% below the 911. Additionally the Cayman's performance was slightly bridled – the 'S' always had roughly 10% fewer bhp than the Carrera and, despite repeated urging that the mid-engined chassis could use more power, Porsche never offered performance upgrades such as an LSD. The 'Limited Edition' Cayman S 987.1 of 2008 was given the full equipment treatment including a nicely executed leather cabin and a modest additional 8bhp, in this sense almost a precursor of the later GTS sub-range. The later Cayman R which appeared as the 987.2 was bowing out suggested that after six years Porsche had ceased to worry about overstepping the 911's performance boundary. Reminiscent of the 3.2 Clubsport, with reduced equipment – no a/c or radio and with 'R' flashes on the sides – the R was 50kg lighter than the S and came with a suspension set 22mm lower and a limited slip differential. It was gleefully pointed out the R's power to weight ratio was better than the Carrera's.

Appetites had been whetted in that inimitable Porsche way for the Cayman GT4, which arrived in 2015. Fans were not disappointed: assembled at the Motor Sport department in Weissach, the first Cayman to sport a GT badge apparently had everything the croc enthusiast had ever dreamed of, from its GT3-type aero-kit and adjustable suspension to a 380bhp engine straight from the Carrera S. It was also a brilliant and highly profitable piece of positioning: too uncompromising to distract 911 buyers and, on closer investigation, clearly not a cut-price GT3, the GT4's limited availability anyway ensured that it would hardly flood the market.

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AGAINST

Aero-kit might appear too ostentatious for some; vulnerable to humps and kerbs

VERDICT

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VALUE AT A GLANCE

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



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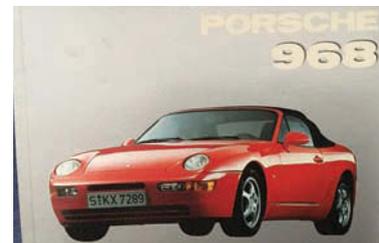
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P0119/037



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

PORSCHE 914 2.0 * 1974 'M' REG * 82,450-MILES * £29,000



Like almost all the 914s offered today, this two-litre flat four is an American import: this one apparently spent much of its life baking in New Mexico, though apart from a bill of sale there are no documents to support this or the mileage. Angus Watt of Greatworth Classics discovered the 914 and imported it in 2016, but it was only this year that work began on it. Body and chassis were fundamentally good and the vendor says the only significant welding necessary was to the rear floor and bulkhead; decades of sun required a complete respray in the original Phoenix red (more orange in fact) and the cabin has benefited from rebolstered seats and refurbished door cards and facia. Greatworth has refurbished the Targa top which, with new seals, is a nice tight fit and for topless motoring it slots away neatly into the recarpeted rear boot. Greatworth's technicians, of whom two are ex-Redtek, rebuilt the engine with standard barrels and pistons and a higher lift Webb 73 camshaft; the factory-fit Bosch D-Jetronic has been rebuilt and shorn of its emissions componentry. A lot of American 914s fell into disuse, says Angus, because the D-Jetronic went wrong and owners could not find qualified mechanics to work on it. The 901 gearbox received new oil, but no other attention was deemed necessary. Under its grille the engine looks immaculate.

The flat-four fires with that familiar rorty VW blast,

but then any comparisons with Wolfsburg fade: cabin ergonomics are Porsche as is the instrumentation: the five-speed (901) shift feels early 911 as do (new) clutch and steering. The driving position and all round visibility are excellent and underway your correspondent was relieved that there are no vestiges of Karmann Ghia here (a car he has the misfortune to know well). The 2.0 is keen and pulls hard between 3000 to 4800rpm, a limit observed in deference to the newness of the rebuild. There is some rattle from the doors on roughish surfaces – this is a fifty-year-old open car after all. Brisk progress will keep the driver satisfyingly busy: brand new unservoed brakes pull up straight needing a firm shove and some anticipation of traffic ahead, another reminder that this is a classic, not a modern. On new Vredestein 185/65s and standard 15in wheels the steering is light and the 914 corners flat on its taut, rebushed suspension. Once mastered, the dogleg-first 901 is pleasure to use and the only minor drawback was the engine's tendency to stall at idle, which Greatworth will resolve before sale.

An entertaining and driveable classic, this 914 is not intended to be concours-perfect, offering an enthusiastic owner the opportunity to improve it further – replacing cabin carpet for instance, or enjoy it as it is. 914 prices cover a wide spectrum: from an acknowledged specialist, this rehabilitated example is original and turns more heads than an early 911 Targa which would also cost a lot more. **PW**

CHECKLIST

BACKGROUND

The 914 is the bastard child that even today Porsche only just acknowledges. Yet it all started so promisingly: a joint venture between VW, a mid-engined sports car designed by Porsche using VW parts, assembled by Karmann and sold under a VW badge to replace the antique Karmann Ghia, and with Porsche lettering on the grille (and flat six under the hood in the case of the 914/6) to replace the entry level 912. A typical product of the longstanding gentleman's agreement between Ferry and VW boss Heinz Nordoff, difficulties began when Nordoff died and his successors sought to take VW away from its traditional air-cooled, rear engined roots. Karmann charged full rather than cost price meaning the 914/6 ended up costing Porsche as much or even more than the 911T; after its launch in 1969, the 914 range received almost no further development. A marketing muddle – was it a Porsche or a VW? – put off many buyers in Europe and 95% of the 120,000 or so 914s built went to the US where it was sold simply as a VW-Porsche.

WHERE IS IT?

A VW enthusiast, Angus Watt went into business with VW Camper rentals in 2006, sourcing 'Bullies' in the US, importing them and hiring them out after refurbishment. In 2011, the business moved to Greatworth, eight miles east of Banbury: seeing the market changing he established his eponymous Classics operation to apply his cumulated air-cooled experience to Porsches. He fell in love with the 914 during his US trawls for Campers and has subsequently become a specialist; and today has nine complete or in varying degrees of restoration. During our visit two 911s were also on ramps and a 356 on a chassis jig. greatworthclassics.com 01295 812002

FOR

Partial restoration by acknowledged specialist; late model injected 2.0 engine is livelier than earlier 1.8. Certificate of Authenticity

AGAINST

Lack of service history; LHD

VERDICT

Decent example eminently useable with scope for owner so disposed to improve further

VALUE AT A GLANCE

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



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<p>Porsche 911SC 1982 Coupe 3.0L, Manual Gearbox, LHD, Palisander Metallic (Rosewood Metallic).</p>	<p>Porsche 993 C2S 3.6L Coupe Tiptronic, LHD, Silver with Black leather interior.</p>	<p>Porsche 91S 1977 Targa 2.7L Manual Gearbox, LHD, Oak Green Metallic, code #265.</p>	<p>Porsche 912 1969 Coupe Manual Gearbox, LHD, Champagne Yellow 6822 with Black interior.</p>	<p>Porsche 965 Turbo 1991 3.3L Coupe, Manual Gearbox, LHD, Metallic Black with Matador Red leather interior.</p>
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TIME MACHINE

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

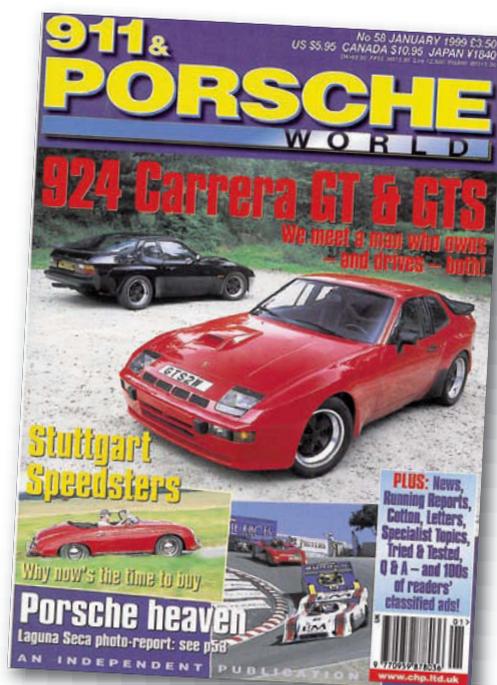


JANUARY 1999 (ISSUE 58)

Some front covers seem to resonate and this one – for the January 1999 issue – has always been a favourite, featuring the 924 Carrera GT and GTS, two of the punchiest looking Porsches ever built. They don't build cars like this any more, not Porsche, not any manufacturer. That's because both the Carrera GT and GTS were built purely to go racing and the rules back then, from the '60s through to the mid '90s, insisted road car based machines had to be homologated. In other words they had to actually exist (albeit in limited numbers) as a road car that could be bought by the public. From the Lotus Cortina, to the Porsche 959 to the 924 duo here, homologation rules gave us some of the greatest, most inspiring road cars of the last 60-years. And the duo here also belonged to the same lucky chap, Jon Beck. Do you still have them Jon?

Elsewhere in the Jan '99 issue we revealed that Porsche had decided to take a sabbatical from endurance racing, unhappy at a set of rules that weren't exactly working in their favour. They promised to be back in suitably dramatic fashion with a new open-cockpit prototype, with an all new V8 engine in 2000 and beyond. They did return, of course, but not in 2000. The new prototype was shelved, but in typical Porsche waste not, want not style, it became the road going Carrera GT, with a V10 as opposed to a V8. And the comeback was put on hold until 2014 and the LMP1 Hybrid 919. Worth the wait, then!

Different eras equal different trends and colours. A handy arbiter of this has always been the full page Paragon Porsche advert, that has pretty much



featured in every copy of *911&PW*. In the Jan '99 issue, 10 of the 15 cars featured for sale were in Guards Red. In this very issue, that number is precisely zero, with only a Rubystone 964 RS breaking up the monotony of silver, grey, black and white. 'We really do live in a very drab world,' said the editor of *911&PW*, who drives a silver 996!

JANUARY 2008 (ISSUE 166)

Some stories defy belief and one such was that of the Beirut 2.7 RS, found in a bombed out cellar in the Lebanese capital, where it had resided for some 20-years. Middle East politics aside (which we don't have time or space for here), this was an extraordinary story in which the RS – belonging to Lebanese native, Alfred Kettaneh – was stashed away amid the turmoil of the conflict of the '70s and '80s. Alfred had bought the RS so as to compete in regional rally events including the Beirut-Damascus Rally.

During the conflict, though, Alfred used his driving talents to pilot an ambulance, but disappeared on a refugee mission in 1985. He was never seen again and, after the conflict, his wife and children left Lebanon for a new life, leaving the RS behind. Eventually its existence and location became known to RS sleuth, Josh Sadler, at Autofarm and in 2007 it was extricated. Still belonging to the Kettaneh family, proceeds from its sale (which must have been considerable) were donated – fittingly – to the Lebanese Red Cross.

Nothing else could compete with that story in issue 166, but in a nod to Christmas we did compile a useful Porsche gift guide. Note, that in this pre-Xmas issue, your 'bah humbug' editor has decided to ignore the whole tedious business!

JANUARY 2017 (ISSUE 274)

A very brief stroll back to January 2017 this time. In the news pages, manualists everywhere were rejoicing over Porsche's decision to bow to pressure and reintroduce the manual option for the gen 2 991 GT3. We well remember the excitement when the UK press fleet GT3 arrived for a tour of duty from Germany, with a PDK 'box!

As with this issue I commandeered the 'Usual suspects' column in order to say goodbye to Mark Webber, as he left the motorsport fold and the Porsche endurance racing squad, as WEC Champion. Webber has always been a bit of a hero of mine.

Sticking with endurance racing, Audi's decision to pull out of the WEC was debated. Porsche next, we predicted. Clearly the crystal ball was working...

In the 'Projects' pages, *911&PW*'s tame snapper, one A. Fraser, was still in possession of a 996 GT3, which he took off to Belgium and 911 Motorsport, for a revolutionary new dry ice underbody cleaning system. And wow, did it work, turning the typically corroded 996 underpinnings into something shiny and nearly new looking.



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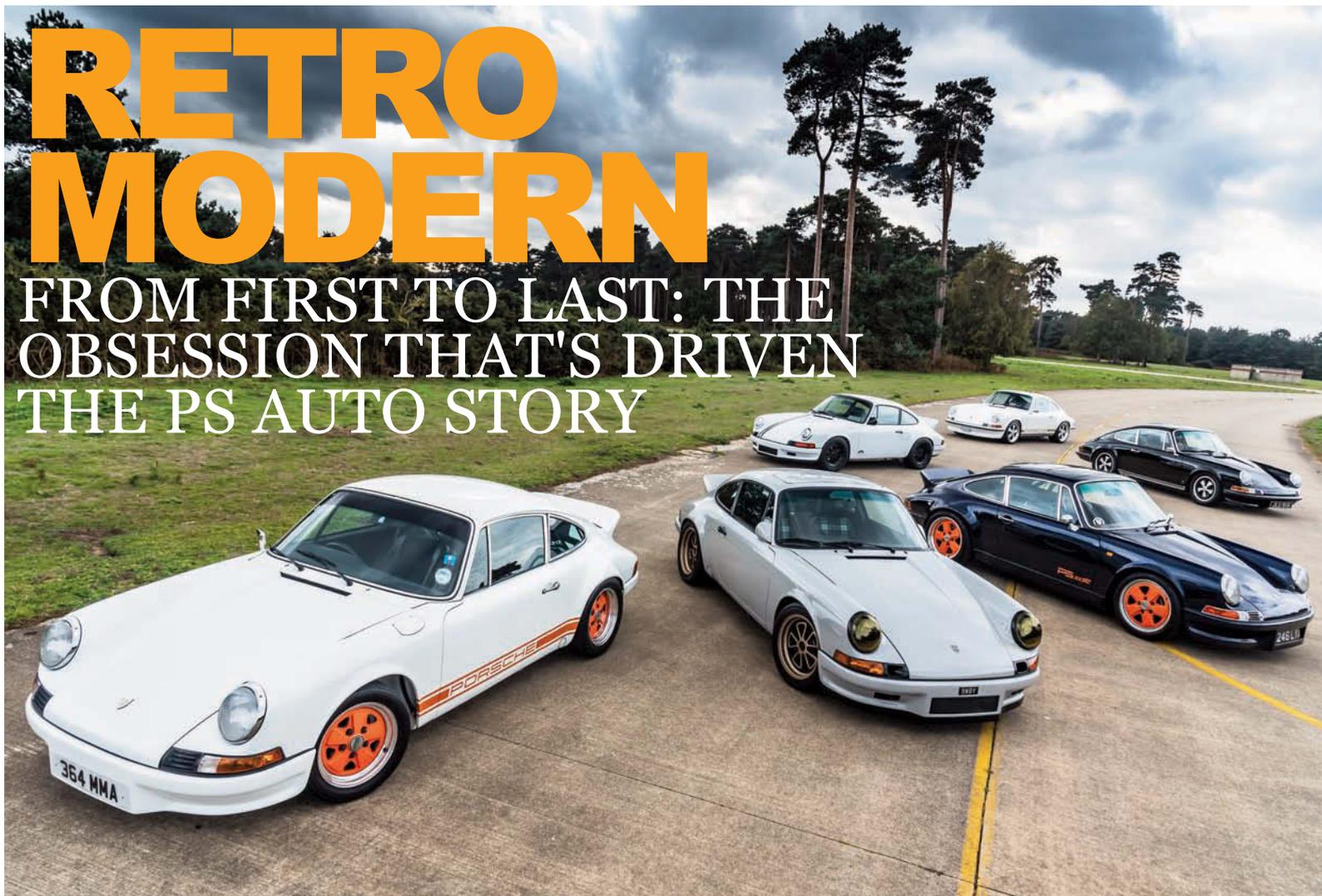
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