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World

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987 CAYMAN S SPORT

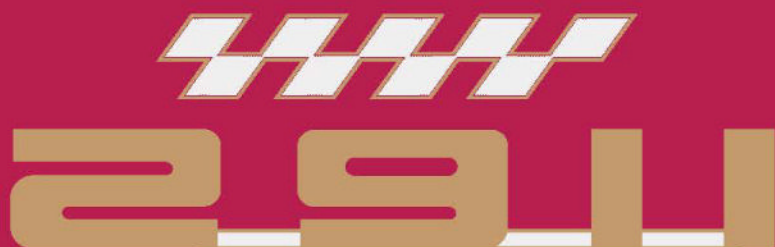


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The past twelve months have been packed full of Porsche celebrations, not least the manufacturer's seventy-fifth anniversary and the 911's sixtieth birthday. For this issue of *911 & Porsche World*, rounding out our nod to these key events, we've brought together bookends of the brand's production output – across the following pages, you'll find a 356 A paired with a brand-new 992 Sport Classic. On the face of it, these are very different Porsches, but as you'll discover, they share special DNA.

It hardly seems believable, but another year is waiting patiently to take us on an adventure. With this in mind, we asked marque experts to reveal what they consider to be the 'ones to watch out for' during 2024.

Covering a range of different budgets, not to mention wildly contrasting Porsche designs, the results present a thought-provoking mix of Stuttgart-crested sports cars promising a huge amount of bang for your buck.

For those of us already in possession of a Porsche or three, winter provides the opportunity to take care of vehicle maintenance and upgrades in advance of a return to good weather and show season. As you'll read in this issue's news pages, Volksworld Plus promises to be a calendar highlight. See you there.



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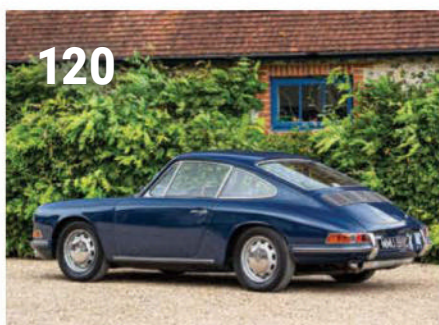
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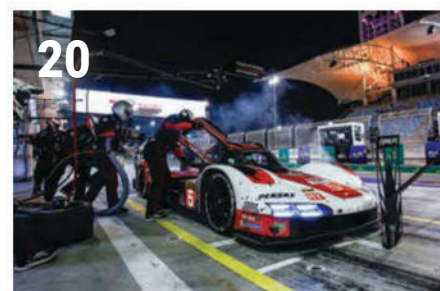
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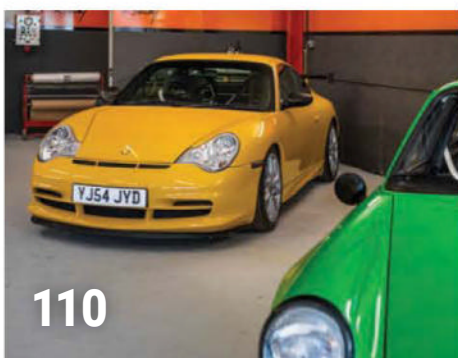
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2024's BEST BUYS



WHAT COULD HAVE BEEN

An extensive overhaul and considered enhancement has turned this 987 Cayman S Sport into a fantastic trackday tool. Is this what the limited-edition Sport should have always been?

Words **Nicholas Found** Photography **Dan Sherwood and Lee Marshall**

Don't brake. Carry more speed. Keep it in the upper rev range. These aren't words often uttered by owners of limited-edition

Porsches, but I'm at Bedford Autodrome with Steve Andrew by my side and he is encouraging me to push his 987 Cayman S Sport harder with every lap. I hadn't intended to participate in a track day in this car, but such is this Cayman's focus following its overhaul at independent marque specialist, Friends Green Porsche, and such is the generosity of Steve, not to have done so may have gone down as the greatest missed opportunity since

Porsche walked away from Formula One.

Perhaps I shouldn't be surprised to find myself on a track in Steve's 987? A founder and director of an insurance software company, he has a passion for motorsport, which has seen him compete in a Jaguar XK, Ferrari 328, Renault Clio Cup, Mazda RX-8 and an MX-5. As indulgent as racing can be, Steve has always campaigned cars in partnership with friends and family. This includes taking part in the Race of Remembrance at Anglesey Circuit — his wife, Mandy, supports events and exhibitions for Mission Motorsport (a charity supporting wounded, injured and sick serving and veteran soldiers), as well as being heavily involved in organising MX-5 championships over the years.

I meet Steve at his newly purchased house in Bedfordshire. It's a stunning listed bungalow rich in centuries of history, including various outbuildings. He's holding keys to his Porsche in one hand and architectural drawings of the house in another — he explains sympathetic redevelopment of the property is only a few approvals away. This isn't the only project in the works. Deep breath, but as we speak, Steve has

a Maserati 4200GT undergoing a major suspension refresh, a last-of-the-line 928 off the road with its differential and brake lines being worked on, plus a second Cayman S, which was actually his first 987, but is turning into a something of a parts car. Oh, and he still owns the aforementioned RX-8 and MX-5 racers.

This is a man possessing a powerful combination of vision, passion and understanding. Months of repairs and restoration are a by-product of settling for nothing short of mechanical

history as the 2008 run-out model for the first-generation 987 Cayman. It's also a model slipping under the radar on account of it not getting the widespread exposure one might expect for a newly launched limited-edition Porsche.

What does the additional nameplate bring? Essentially, the Sport is a 987 Cayman S with many options ticked (resulting in a premium price tag). Porsche is very good at this kind of thing. Extra equipment includes all the kit you could possibly want from a 987 Cayman:

Sport seats, short shifter, an extra eight horsepower (the result of recalibrated ECU software), Sport Chrono, Porsche Active Suspension Management (PASM), Porsche

Sports Exhaust (PSE) and Sport Design alloys in black with a polished lip. Gloss black air intakes, mirrors and side decals add extra cosmetic flourish.

CHASING SHADOWS

It's a rare Porsche, too. Limited to just seven hundred units worldwide, Steve's Sport is one of only sixty-nine examples supplied to the UK sales market. The model's biggest problem is how it has become overshadowed by 2011's 987 Cayman R, which is an even more track-oriented Porsche adding sportier flare, largely through lightweighting. Despite Porsche making twice as many Cayman Rs, however, ownership of this later 987 commands twice the premium of a Cayman S Sport.

Steve's car sets itself apart from other Sports. Having had more than thirteen thousand pounds spent on it at the aforementioned Friends Green Porsche, not to mention four grand's worth of components supplied by leading Porsche parts retailer, Design 911, the car is stiffer, lower and harder-revving than ever before. Is this how the Cayman S Sport should have always been?

In many respects, a standard 987

DESPITE PORSCHE MAKING TWICE AS MANY CAYMAN Rs, OWNERSHIP COMMANDS TWICE THE PREMIUM OF A CAYMAN S SPORT

perfection. Of course, this is how things should be. His 987 Cayman S Sport is no exception. Bought privately half a decade ago, the car wore a "horrendous" wrap, but Steve saw the car's potential as an otherwise original 987 benefiting from an engine rebuild by Porsche Centre Silverstone back in 2015.

The Cayman was first released in 2005. On launch, it was often criticised for being little more than a Boxster with a tin roof. Somewhat sneeringly referred to as Coxster by some motoring journalists, the original Cayman sat between the 987 Boxster S and 997 Carrera in Porsche's model line-up. Early Cayman development was held back to avoid any risk of the new arrival being better than the 911 — Porsche needed the Cayman to play the role of Robin to the 911's Batman. For this reason, Steve overlooked the Cayman for many years. Then, a decade ago, the 987 began to significantly depreciate. Steve's evenings flicking through classifieds sparked man maths quickly pitching an early Cayman as fantastic value for money, certainly when compared to an age-equivalent 911. Moreover, as special as every Porsche is, the S Sport marks itself in

Facing page The Cayman S Sport's dual personality makes it an excellent proposition for both road and track, more so than the Cayman R



Cayman is neither pretty nor ugly. It's simply agreeable. The Sport takes things up a notch with those nineteen-inch alloys and five-millimetre spacers (a factory fit), as well as a standard-issue fixed rear spoiler, which is oddly in addition to the adaptive spoiler erecting at speeds closing in on 75mph. This particular Sport sits around fifteen millimetres lower to the ground thanks to the addition of Bilstein B16 Damptronic coilovers, giving the Porsche an altogether beefier stance. The paintwork is the same striking orange made famous by the 997 GT3 RS. Continuing the theme, an aftermarket RS-style vent is cut into the front bumper.

The interior of a Cayman is like a turkey curry on Boxing Day insofar as it appears to be made from 911 leftovers. The switchgear, steering wheel, pedals and even the Sports seats are lifted from the 997. Even so, there are subtle differences for the eagle-eyed to revel in. For example, the gear knob and steering wheel are cloaked in Alcantara. Porsche removed the cowl over the instrument binnacle, meaning the dials appear to sit prouder on the dashboard. A plaque on the glovebox denotes this Cayman as build number 405 of the seven hundred examples manufactured.

As Steve opens the glovebox to show me his lengthy invoice from Design 911, part numbers denoting 996 and 997 components scatter the pages.

Everything from coolant pipes to top mounts and fuel injectors are included. This is as much as Boxster with a roof as it is a 911 on a diet.

Firing up the 3.4-litre flat-six, there's an immediate mechanical edge — this car is fitted with a single-mass Aasco lightweight flywheel, which dominates with a distinct clatter at idle. Depress the clutch and the sound quieters to a standard engine note. Setting off for the first time, the bite as I ease in the high-performance Sachs clutch is

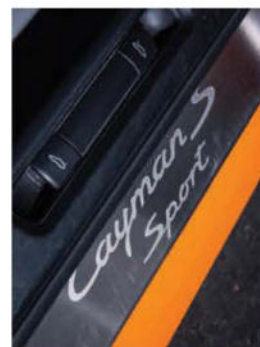
positively sharp. A graunching from the flywheel can be heard as I load throttle below 3,000rpm, which, as unsettling as it sounds, is normal for this clutch and flywheel combination. Take the revs higher and resonance settles as the engine starts to come alive.

Navigating the tight B-roads of Bedfordshire, this 987 feels as crisp as the seams of a freshly ironed shirt. The steering is weighty. Not heavy by any means, but it feels solid, more direct and harder edged than standard. Heading

Above This factory-tuned 987 Cayman delivers 316bhp from its normally aspirated 3.4-litre flat-six

Below Nick having fun behind the wheel of the 987 S Sport at Bedford Autodrome





Above Unlike the 987 Cayman R, the Sport retains all the comfort equipment you'd expect from a model based on an S

Below Admit it, you're already reaching for the classifieds

west along a tree-lined country lane more pimply than a teenager's face, the Bilstein suspension translates vertical movement at national speeds, but such is the brilliance of the geometry setup by Friends Green Porsche, at no point do undulations in asphalt unsettle this Porsche. Its commitment to carve a straight line through the road means I'm not having to fight back. Instead, I just want to keep speed up. The coilovers make the standard PASM damper mode more decisive, helping to iron out the floaty ride I feel early PASM-equipped

cars suffer from at speed. Sport mode remains too stiff for anything but the smoothest of surfaces.

THERE IS ARGUABLY NO BETTER WAY TO START THE WEEK THAN WAKING UP AT SIX O'CLOCK IN ORDER TO DRIVE A PORSCHE ON A CRISP MORNING

Squeezing the throttle cuts through the rev range like a hot knife into fresh butter. Such is the weight difference between the standard dual mass flywheel and the Aasco unit, the lightened flywheel can be lifted with one hand, whereas the dual-mass part is a struggle with two. Although the engine remains

standard, the flywheel's ability to spin on a sixpence makes it feel far torquier. Choose which part of the powerband

you want to be in and it's served on a plate in the blink of an eye. A howl from the exhaust above 3,500rpm quickly turns to a screaming wail at 5,000rpm, with an exhilarating shrill not

letting up as the rev counter effortlessly catches 7,000rpm.

Committing to the upper powerband in third gear alone sees the speedometer climb past 90mph, which leaves a sense there's much more to exploit. Hitting traffic, the flywheel rattles away at idle, probably sounding like piston slap to the uninitiated. Something so intoxicating in the upper rev range just a matter of moments ago leaves a harsh comedown to be lived with day-to-day. This thing is automotive MDMA.

I need to digest my thoughts.

Approaching the village of Ampthill, we stop for coffee at Caffeine & Machine's newly opened Bedfordshire outpost. Walking into the freshly refurbished former pub, I note how quiet it is. With nobody behind the counter, it's only the car magazines scattered on every table reminding me this is somewhere I should be. We call for staff. A hot cappuccino arrives in a paper cup, but there are no pastries available. The kitchen is closed. It feels like a prelude, as if we've arrived out of hours.





Perhaps I'm projecting, feeling restless as the orange Cayman catches my eye through the window, calling to be driven like an excitable child tugging at your right leg? Many of the best ideas stem from coffee breaks, though. As Steve and I sip away, we realise the only way for me to get a complete sense of what his car is all about is to drive it on a circuit. As the sun sets, he books track time at Bedford Autodrome.

ON THE RIGHT TRACK

It's now Monday. There is arguably no better way to start the week than waking up at six o'clock in order to drive a Porsche on a crisp morning, the kind where even tepid coffee smokes like a chimney when the sun is yet to rise. Today verges on the bitter side. With temperatures dipping below freezing, I have to remind myself how to de-ice my Basalt Black 997 Carrera S before heading north to sample Steve's Cayman for the second time.

Driving with a stillness in the air clears the mind, but stirs anticipation. Nearing the circuit, I know it's going to be a special day — my 997's mirrors are filled with the view of a Capsicum Red Renault Sport Clio 182 Trophy. I use the Caterham Seven 620R driving ahead to

navigate my 911 through the winding roads surrounding the Autodrome.

I meet Steve at reception. We are relieved to learn his Cayman passed the venue's 101db static noise test, giving the green light for the car to hit the track. After a mandatory safety briefing, he tosses me the keys. First up are sighting laps. This gives an opportunity to warm the tyres, as well as to loosen my muscles and prepare for the eighteen corners stretching across more than four miles. Thankfully, the track is flatter than Holland and is wide open, giving ample opportunity to focus on the track ahead with little risk of kissing the tyre wall.

Coming out of the pitlane, I'm immediately on a straight, which quickly sees third gear over and done with, before I dive onto the brakes for a hairpin bend into second. The Pagid brake pads chirp away as they warm up. The bite is more immediate and firmer than a standard pedal. This is because Steve's Sport makes use of a GT3 master cylinder, giving the anchors more muscle power, even if the calipers themselves are standard.

Nevertheless, braking ahead of the first chicane, before long swoops left, then right onto a straight and into a tight S-bend, it's clear this 987's stoppers

need to be worked to get the most out of them. A left-hander spanning almost 180 degrees reveals a straight ribbon of tarmac. Pinning full throttle in third to 7,000rpm, the lightened flywheel makes it easy to catch the limiter. There's no let-up from the engine in the upper rev range, even as the speedometer hits 130mph in fourth before braking hard to about 70mph for a fast chicane. Steve, guiding me through the circuit, tells me

Above Contrary to what the side stripes suggest, this is no ordinary Cayman S

Below Despite offering different settings influencing volume, PSE drew scorn from marshals





Above Front bumper hints at the fact this particular Cayman S Sport has a few extra tricks up its sleeve

Below The 987 has aged very well, although colour in the vein of the 997 GT3 RS certainly helps

to carry more speed through this part of the track next time around. He's right, but even driving at eight-tenths, his Cayman S Sport feels utterly alive as it screams onto the next straight.

Braking hard for another 180-degree corner, the pads are now whisper quiet, letting me know they're at temperature. The pedal always feels consistent, thanks partly to Goodridge braided steel hoses and Brembo LCF 600 fluid. A long right-hander flows into two fast left bends, adding up to perhaps the most challenging part of the circuit. Late

braking here seems to quickly domino into a series of misplaced lines.

the sticky Michelin Pilot Sport 4S tyres, there's seemingly no let-up in traction. I

have no doubt pinning the throttle out of the same hairpin in a standard Cayman S would see the inside wheel squeal like a pig.

Yet another fast right-hander leads into a straight. Of course,

this Cayman isn't quick like a GT4, but it feels eager — I can quickly spin up the engine to use all available power. Too eager, perhaps? Up goes a black flag. Pulling into the pits, a marshal breaks the bitter news we hit 89dB against a strict drive-by limit of 87.5dB. It's puzzling. The PSE exhaust is on the quieter of its two switchable modes. Perhaps the density of the single-digit air temperature is waking this Cayman's 316bhp like plunging your body into an ice-cold bath?

We decide to let the air warm and take an early lunch. Remembering a queasy experience following a heavy steak dinner when I was at the Autodrome driving a 991 GT3, I opt for vegetarian lasagne, which surpasses expectation. Chatting to others track dwellers over food, it seems many have been spooked by black flags this morning.

Returning to the Cayman, I take the pace down a notch and try to keep the noise low by using partial throttle along key sections of the track. This behaviour jarred with my flow, but the more relaxed pace made me appreciate how the car's flat-six revs so freely I can almost

PULLING INTO THE PITS, A MARSHAL BREAKS THE BITTER NEWS WE HIT 89DB AGAINST A STRICT DRIVE-BY LIMIT OF 87.5DB

Even then, trepidation is never felt. There's abundant stability with every input to the steering, which gives an immediate sense this Porsche has my back, which is fortunate because it's now into the sharpest left-hand hairpin, down into second gear. It's here the Quaife limited-slip differential catapults the car out of the corner. Alongside





telepathically choose where I want the needle. With the exception of all but the tightest corners and longest stretches, I can pick third gear and stay with it.

I then switch PASM settings. Up until now, I've been driving the car in the softer Normal mode. Switching the dampers to the harder Sport mode sharpens response through hairpin bends. Along the main straight, however, I'm detecting undulations seemingly previously absent.

The car feels unnecessarily stiff. An aftermarket DSC Sport controller (featuring the most advanced active suspension algorithm to optimise both

comfort and performance for street and track) may add sophistication to the damping. Enough of these thoughts for now, though. If anything, Normal mode allows me to lean into the tyres and get more progressive feel out of the rubber.

It goes without saying, the 987 rolls more in Normal mode than it does when Sport is selected, but it never wallows, a characteristic undoubtedly the result of Steve's decision to fit RSS semi-solid engine mounts and thicker H&R anti-roll bars, among other chassis components. Overall, the handling is neutral. The only exception is when the nose doesn't lock hard enough to a corner. In these moments, the Cayman tends to understeer, meaning it needs a firm prod of the brakes to get the nose to bite ahead of corners.

With the afternoon marching on and the ambient temperature approaching double digits, Steve and I decide to up the pace, accepting another black flag may end our day. The three main straights at Bedford Autodrome give the opportunity to pass slower cars, so rarely does traffic build up. The day hits its climax on the longest straight. Travelling at 130mph means the horizon closes in quickly. With the braking zone in sight, an

minor instruction. It's in these moments I realise how much the Sport has to give. Be decisive with the smallest inputs, and this fantastic Porsche oozes confidence — every modification has sharpened the car's outputs.

As a package, it moulds to your abilities. It's the automotive equivalent of Michelangelo's marble block, waiting to reveal David. Sure, the Cayman doesn't have the flamboyance of an Italian sports

car, but as a track tool, where erratic driving sees you flagged faster than David Beckham kicking Simeone in the 1998 World Cup, that's no bad thing.

As a 997 Carrera S owner, I can't help but think the total cost of this Cayman and its modifications is similar to the asking price of a low-mileage first-generation 997, yet the Cayman delivers a more focused driving experience, making it one of the most effective routes into ownership of a street-legal Porsche trackday toy. If you have no need to sling a couple of kids in the back of a Porsche and have no desire to use one for daily commuting, the 987 Cayman S Sport is arguably a better car for high days and holidays than a price-equivalent 911. The modifications Steve has applied give this Porsche greater purpose and integrity, yet maintain its neutral character. Doubtless this is what the 987 Cayman S Sport should have always been. ●

Above Few know about the 987 Cayman S Sport's existence, but this mid-engined Porsche is one of the best trackday toys currently available in its price point

A GENTLE FLICK LEFT AND RIGHT SEES US OUT THE OTHER SIDE, COMMANDING EVERY INCH OF TARMAC TO FOLLOW THROUGH TO THE NEXT STRAIGHT

MX-5 travelling at mere motorway speed risked interfering with the high-speed chicane approaching. I keep the throttle pinned as Steve assures to press on. I dart past the Mazda just before the end of the braking zone, allowing a small window to dive onto the brake pedal and swoop round the S-bend at speed the steering and suspension shouldn't be capable of handling. And yet it does. With no drama, a gentle flick left and right sees us out the other side, commanding every inch of tarmac to follow through to the next straight.

Unlike driving air-cooled Porsches requiring heft, the smoother I am with inputs at speeds, the harder this 987 Cayman S Sport bites. Gazing where I need to be for the next bend, the car somehow finds itself there with only

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THE BULLETIN

News from the world of Porsche

ADAM SMALLEY TAKES DUCKHAMS-DRIVEN VICTORY IN CARRERA CUP

Adam Smalley, driving for Duckhams Yuasa Racing with Team Parker, achieved a thrilling victory in this season's Carrera Cup Great Britain, marking his third British championship win. The young, prodigious speed merchant delivered a spectacular performance throughout this year's exhilarating competition.

The final two rounds of the championship took place at Brands Hatch on October 8th, but the turning point in Smalley's title challenge occurred on September 24th at Silverstone (rounds thirteen and fourteen), where he achieved his thirteenth podium finish from fourteen races. This remarkable consistency made him undisputed champion with two rounds to spare. An impressive achievement.

Duckhams' successful association with motorsport began with motorcycle racing in the 1960s. In 1971, the company moved into Formula One, Formula Three and Formula Ford sponsorship. In 1974, Duckhams-sponsored Jackie Ickx won the F1 Race of Champions at Brands Hatch. A year later, James Hunt, also sponsored by the famous oil brand, won the Dutch Grand Prix in a Surtees. During the 1980s, Duckhams supported the Van Diemen Formula Ford Team and celebrated victory in 1981, when Ari Vatanen won the World Rally Championship.

Duckhams' involvement with Carrera Cup Great Britain began in 2021, when the company scored a title win with sponsored driver, Dan Cammish, marking the British Touring Car Championship stalwart's third title win in the Porsche series.

Hailing from Poulton-Le-Fylde, Smalley's career began in karting, where he showcased his potential early on. Transitioning to racing in cars, he won the Ginetta Junior Championship in 2018, propelling him into the Ginetta GT5 Challenge in 2019. He moved up to the Ginetta GT4 Supercup



Championship in 2020, enjoying a strong debut season. A year later, he won the competition and was promptly selected by Porsche as one of the brand's Carrera Cup Great Britain Junior Drivers for 2022 and 2023. In his debut year in the competition, he secured second place, going on to win the championship outright in 2023.

"Adam Smalley's Carrera Cup Great Britain championship win underscores his exceptional talent and showcases the dedication fuelling Duckhams since the company was established in 1899," says Duckhams Chairman, Jabir Sheth. "His triumph exemplifies the spirit of winners. Duckhams is proud to support him. We look forward to his promising future in motorsport and our many more race victories together."

SEASONS IN THE SUN

2024 marks Carrera Cup Great Britain's twenty-second anniversary. As always, races will be contested as part of the TOCA event package in support of the British Touring Car Championship, with coverage broadcast live on television. The season kicks off at Donington Park in April and will total sixteen races across eight weekends, finishing at Brands Hatch in October.

Through its generous incentives package, Porsche encourages the best young driving talent to participate in Carrera Cup Great Britain – winners of Porsche Sprint Challenge, British GT, Formula Four, Ginetta GT, Ginetta Junior and MINI Challenge are offered half-price entry. For further information visit bit.ly/porscheraces.





EXPANDED VOLKSWORLD SHOW SET TO INCLUDE PORSCHEs FOR 2024

If you've come to Porsche ownership from time spent in charge of a Volkswagen, chances are you're well aware of the annual Volksworld show, held at Sandown Park in Surrey. For 2024, the event will be hosted in collaboration with *Classic Porsche* and *Performance VW* magazines, thus expanding the volume and variety of cars on display. That's right, in addition to the usual fantastic fayre of internationally acclaimed Wolfsburg metal, 2024's show will feature air-cooled Porsches, as well as a host of modern-classics from the Zuffenhausen stable.

As was the case with 2023's Volksworld show, vehicles from all over Europe will be exhibited at Volksworld Plus, which is scheduled to take place across the weekend of 16th and 17th March. The Saturday will be the main fixture, with prizes awarded for the best air-cooled cars in attendance. It's important to note, this day will be the preserve of air-cooled Porsches and Volkswagens, a positive step for the event. Sunday will feature a veritable mix of cars from both marques. To this end, indoor areas will remain exclusively open to air-cooled cars (classic Porsches will be displayed in the Esher Hall), while water-cooled cars will be displayed



outside. Irrespective of where they will be parked, all cars will be top-notch — this is the Volksworld show attendees have always known and loved, but bigger and better.

Offering their support for the event are headline sponsors, Heritage Parts Centre, EMPI and Meguiar's. Speaking of which, those of you wanting to buy 'early bird' tickets will be interested to know about a special offer announced in partnership with the famous car care product manufacturer. In short, order a pair of weekend tickets (with or without camping) from volksworldshows.com before December 31st and you'll receive a free Meguiar's cleaning kit worth £99. Considering two tickets costs £70, this is a deal not to be missed. Single day tickets are available, satisfying those of you who may wish to visit the show only for the Saturday's collection of air-cooled cars.

Entertainment will be provided for kids, while a carefully selected collection of trade stands will be available for show visitors to enjoy. This

event promises to be a calendar highlight in what will doubtless be a busy show season.

Want to display your car at Volksworld Plus? The event's organisers want to showcase the very best Porsches, which is why we're throwing open the opportunity for you, our dear readers, to put your car forward for inclusion. Be it a classic 911, 912, 914, 356, 964 or 993, providing

the car is finished to a high standard, it's a candidate for entry. It doesn't matter what style of Porsche you're in possession of, either. Whether

road, race, rally, stock-specification, modified or anything in between, as long as the car is of an excellent standard, the team would love to hear from you.

The same goes for owners of modern-classic Porsches. Yep, if you're the owner of an outstanding 996, 997 or a car from the manufacturer's transaxle family of products, then we're all ears. All you need to do is send an email to volksworld.show@kelsey.co.uk referencing 911 & Porsche World magazine. We'll take care of the rest. See you at Sandown!

THIS EVENT PROMISES TO BE A CALENDAR HIGHLIGHT IN WHAT WILL DOUBTLESS BE A BUSY SHOW SEASON





963 NARROWLY MISSES PODIUM AT WEC SEASON FINALE IN BAHRAIN

After eight hours of racing in the FIA World Endurance Championship (WEC) finale at Bahrain International Circuit, the Hertz Team Jota customer team's 963 hybrid prototype crossed the finish line in fourth place. Porsche Penske Motorsport's works 963s finished fifth and seventh. In the GTE Am class, however, the era of the 911 RSR competing in WEC ended with a win for the Iron Dames team.

With air temperature of almost 32°C and asphalt temperature of more than 40°C, the race got underway at 2pm (local time). For the Porsche Penske Motorsport works squad, the order was thrown into disarray after the first corner — starting from P4, Laurens Vanthoor had to run wide in his 963 to avoid a collision. The move relegated the Belgian to ninth in the pack. As the chase continued, a nudge with a GTE entry made it necessary to replace the car's front end. For the remainder of the race, the no.6 LMDh Porsche systematically battled its way up the field and found itself tantalisingly within reach of the podium. Ultimately, however, Vanthoor and his teammates, Kévin Estre and André Lotterer, had to settle for fifth place.

The no.5 works 963 took advantage of the aforementioned chaos in the sprint to the first



corner and progressed to fourth place, but the Porsche was unable to match the pace of its rivals, especially in extreme heat during the first half of the event. Regrettably, a problem with the car's speed limiter, which automatically regulates pace on track during a full course yellow, earned the near 700bhp Porsche two five-second penalties. The car's drivers, Frédéric Makowiecki, Dane Cameron and Michael Christensen were understandably disappointed to finish in seventh place come race end.

The 963 fielded by Hertz Team Jota coped better with the high-heat conditions. Driven by António Félix da Costa, William Stevens and Yifei Ye, the car moved up to fourth place. Halfway through the eight-hour enduro, Félix da Costa even advanced to third place after overtaking a Ferrari. Sadly, the Portuguese driver lost this position after a braking system failure. He was also handed a drive-through penalty for hindering another competitor when rejoining the track. Nevertheless, in a gripping sprint to the finish, the car worked its way back up to an

admirable fourth position. The no.99 963, fielded by the Proton Competition customer team and driven by Neel Jani, Gianmaria Bruni and Harry Tincknell, also lost positions at the start, but finished in tenth place.

At its FIA WEC swansong, the 911 RSR gave a strong performance in the GTE Am class. Heading into the race from pole position, Sarah Bovy held on to

THE CREW CLINCHED THEIR FIRST CLASS VICTORY AFTER 232 LAPS AND GAVE THE RSR A PERFECT SEND-OFF

the lead in the Iron Dames Porsche, but after half hour, the Belgian had to make way for Matteo Cressoni's Iron Lynx sister RSR. For long stretches of the race, the two 911s dominated their class, but in the seventh hour, the charge of the Iron Lynx RSR came to an early end — after falling ill, the car's third driver was unable to take to the cockpit. To avoid disqualification, the team pulled out. This opened the door for Bovy and her teammates, Michelle Gatting and Rahel Frey. The all-female crew clinched their first class victory after 232 laps and gave the RSR a perfect send-off — from next season, the new 911 GT3 R will replace the RSR in WEC events.





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NEW DOCUMENTARY FILM SHOWCASES ASKEL LUND SVINDAL'S LE MANS RACE

On Saturday 10th June 2023, five-time World Cup skiing champion, Aksel Lund Svindal, found himself in unfamiliar territory. Behind the wheel of a 911 GT3 Cup car, the veteran downhill racer and Porsche Brand Ambassador was readying for a rolling start at Circuit de la Sarthe, side-by-side with a field of seasoned professionals in front of a record Le Mans crowd. This was the culmination of a journey beginning just two years and a handful of races earlier.

Svindal grew up near Oslo and, although interested in cars and motorcycles from an early age, his formative passion was skiing. Following a stellar eighteen-year career at the highest level of competition, he retired from the sport in 2019 as a two-time Olympic gold medallist and Norway's most successful World Cup skier.

Shortly afterwards, Svindal was invited to become a Porsche Brand Ambassador. His new role saw him taking part in an event pitting a group of celebrities against Norwegian Formula Two driver, Dennis Hauger, in a series of timed laps around a local circuit while driving a new 911. Despite being a complete novice, Svindal was just 1.5 seconds slower than Hauger and considerably quicker than the rest of the group.



His remarkable performance caught the eye of the motorsport team at Porsche Sweden, who invited Svindal to take part in the following season of Porsche Sprint Challenge Scandinavia.

His debut in Sprint Challenge (the Carrera Cup feeder series featuring identical 718 Cayman GT4 Clubsports) included a win on his first weekend of racing, followed by four subsequent podiums.

The graduation to guest drives in Carrera Cup was a significant step up for the still inexperienced amateur. "The GT4 Clubsport is fairly easy to handle and very forgiving," he explains. "You can push hard and, when you're about to overstep the limit, the car will let you know. Things are very different in Carrera Cup. When you climb into a GT3 race car with zero experience, the line between what's too much and what's just enough is so narrow it feels invisible."

Part of what made the offer of an unforgiving GT3 Cup too tempting to turn down was the possibility of driving at Le Mans — in 2023, Carrera Cup Scandinavia partnered with its

French counterpart at Circuit de la Sarthe for a special support event taking place before the highly anticipated 24 Hours of Le Mans. Commemorating the hundredth anniversary of the famous race, as well as Porsche's seventy-fifth year, the support event presented participants with the opportunity of a lifetime.

Svindal's innate ability and calmness under pressure were enough to see him through a frenetic race in which, far from merely finishing, the modest forty-one-year-old made impressive passes

A SPECIAL SUPPORT EVENT TAKING PLACE BEFORE THE HIGHLY ANTICIPATED 24 HOURS OF LE MANS

for position. After crossing the line in a very respectable thirteenth place, his sense of relief and elation was palpable. "My driving career has progressed very quickly. Suddenly, I was competing at Circuit de la Sarthe! It was a nerve-wracking experience, but very special."

Svindal's Le Mans adventure has been turned into a short documentary filmed using eleven onboard cameras. The result is a visceral 360° experience giving a unique perspective of the race. Watch online by visiting bit.ly/svindalfilm.

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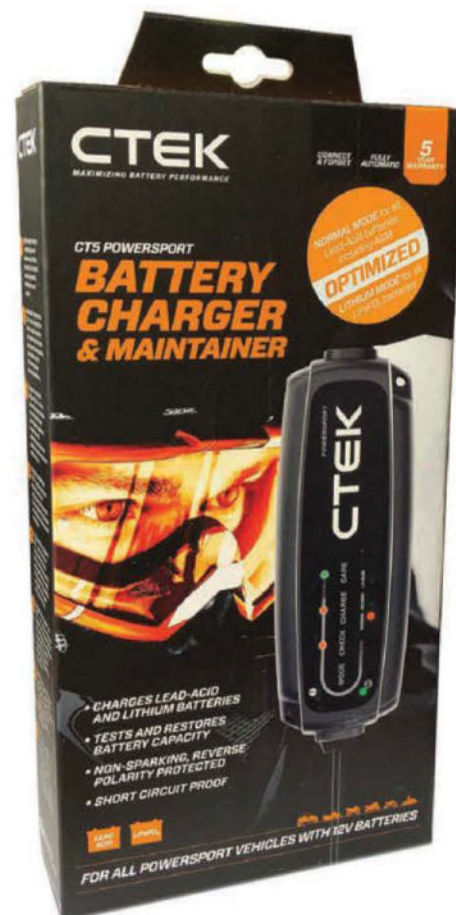
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DESIGN 911 DOUBLE DUTCH CRAFT PILS BEER

Independent Porsche parts retailer, Design 911, is rolling out a special treat for its Dutch trade customers. For a limited time, every order equal to or exceeding five hundred euros will come with a complimentary four cans of Double Dutch, a new and exclusive craft pils developed by Design 911 in partnership with Rotterdam-based brewery, Kaapse Brouwers. Floral, smooth and refreshing, the drink contains 4.6% alcohol and is typical of the bold recipes Kaapse is famous for. The company has long experimented with different flavours, creating contemporary craft beers from its fully independent brewery in the iconic Keiledistrict in Rotterdam West. Thirsty? Contact Design 911 for further details.

Price: Free when spending €500

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RENNLINE 996 CARBON CENTRE CONSOLE TRIM

Rennline's carbon-fibre center console covers are a great way to give your 996-generation 911's interior a subtle modern upgrade. The original covers are high-wear items and don't hold up well over time. In contrast, these high-quality carbon-fibre replacement parts are highly durable and resistant to common wear and tear. They're a direct swap for standard centre console covers and promise a factory fit with added style. Produced using the latest carbon-fibre manufacturing techniques, the covers are sold as a pair and can be ordered direct from the Rennline website, where you will also find a 996 centre console delete kit constructed from lightweight weave. In fact, Rennline has recently updated its list of carbon components for the 996 — the company's catalogue now includes a 996 arm rest, door pull handles and the just-mentioned centre console delete kit, all constructed from carbon-fibre. These parts are also suitable for installation in a 986 Boxster. Non-carbon 996 items in the brand's revised portfolio of products include three-point safety harnesses, a manual shift boot and bumper grilles.

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Not everyone has access to a covered trailer, but this doesn't mean you want your classic Porsche exposed to the elements when it is being transported. How do you keep a car cover in place when on the move, though? Automotive accessories specialist, Richbrook, has the answer in the form of its new-to-market car cover storage net. Designed to prevent your car's protective cover from billowing in high winds or when being moved on a trailer, this brilliant product is made from super-strong woven netting and incorporates a thick adjustable elastic tightening cord.

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richbrook.co.uk or call 01328 862387



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Pedal position is crucial to getting heel-toe shifting just right. Porsche parts manufacturer, LN Engineering, reasoned the standard accelerator pedal position in the 997- and 991-generation 911, as well as the 987-, 981- and 718-generation Boxster/Cayman, is too low (relative to the brake pedal), which doesn't allow fluid transition from pedal to pedal. This Bilt Racing Services billet pedal spacer brings the accelerator pedal up to a position more suitable for heel-toe. Machined from billet 6061 in LN Engineering's factory and anodised black to blend in with the surrounding interior, the spacer seamlessly clips into the factory pedal location and replicates the standard mounting provisions, allowing installation in minutes.

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NEW ZUNSPORT GRILLES FOR 718 GTS MODELS

Your 718 Boxster/Cayman GTS deserves the very best. When it comes to something as instrumental to a Porsche's look as its bumper grilles, quality matters. Featuring all outer grilles and a centre-mounted lower grille, this new stainless steel woven wire mesh grille kit from Zunsport blends with the host GTS's factory appearance to ensure enhanced protection against road detritus. Installation takes less than forty-five minutes and can save you from potentially big bills to repair damage caused by airborne stones hitting exposed radiators.

Price: £313.08 for silver finish, £346.03 for black finish
zunsport.com or call 0300 303 2605



DANSK MOTORSPORT EXHAUST FOR 997 GEN II

Although engineered in the 'round box' design, these new stainless steel exhaust systems manufactured by Dansk Motorsport benefit from the engineering know-how of parent company, JP Group. Produced specifically for the second-generation 997 Carrera models, each system's bracketry is made with reinforcement angles to ensure a long service life and a perfect fit. Two different systems are being offered. The first, catalogue number 1620613710, delivers a classic sport exhaust note, whereas the 1620613810 system produces a much deeper, more throaty sound. "The neighbours will surely notice your arrival!" jokes the accompanying promotional literature. Both systems are supplied with a twelve-month warranty and can be ordered direct from Porsche parts retailer, Design 911.

Price: £1,396 for 1620613710, £1,411 for 1620613810
design911.co.uk or call 0208 500 8811



PORSCHE CLASSIC TARGA ROOF LOCKING KIT

Open-top motoring has long been considered one of the most glamorous ways to travel, but it isn't necessarily the safest, hence Porsche introducing the distinctive Targa rollover hoop to its product line-up in 1965. Now considered something of a design icon, the Targa bar — named after the famous Targa Florio road race in Sicily — was developed in response to rumoured US highways legislation banning cabriolets on the grounds of safety. This law didn't materialise, leaving Porsche with semi-open-top versions of the cars it was producing. For years, the Targa body style was considered the least desirable of the 911 and 912 line-up, but it was used to great success in production of the 914 and was the only option for enthusiasts of *al fresco* driving prior to introduction of the 911 SC Cabriolet. Targa roofs aren't exactly what you'd call super-secure, however, hence this new Targa roof locking kit from Porsche Classic. Featuring four tamper-proof bolts and a special locking tool, the kit will keep your air-cooled Porsche's detachable roof panels safe and secure.

Price: \$210.00
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1976 Porsche 914 2.0 #15176

Presenting this matching numbers 1976 Porsche 914 2.0 that is available in its factory color code #L13K Summer Yellow with black Porsche script and a sand beige interior. The vehicle comes equipped with a 5-speed manual transmission, 2.0-liter engine, Porsche Production Specification Certificate copy. An excellent original blue plate California car that is mechanically sound.

For \$36,500



1997 Porsche 993 Turbo #15255

This beautiful 1997 Porsche 993 Turbo featured with 21,588 miles on the odometer and available in its factory color code #39C Midnight Blue Metallic with a blue interior. Comes with a flat 6 cylinder 3.6-liter engine. Both the color code and options sticker are still in place under the hood. An extremely desirable low mileage air-cooled Porsche Turbo that is also mechanically sound.

For \$265,000



1972 Porsche 914 #16460

Presenting this Karmann-built body 1972 Porsche 914 featured with matching numbers and finished in its factory color Willow Green (L63K) complemented with a Black interior. This original California car is equipped with a 5-speed manual transmission and 1.7-liter flat-four engine. Offered in a captivating color combination as well as mechanically sound.

For \$19,750



1991 Porsche 944 S2 5-speed #16863

This low-mileage 1991 Porsche 944 S2 5-speed featured with only 32,606 miles on the odometer and finished in the factory color Guards Red complemented with a Black interior. Equipped with a 5-speed manual transmission and inline-four engine. An extremely charming Porsche 944 S2 5-speed that is ready to be enjoyed and is mechanically sound.

For \$34,750



1973 911T CIS Targa Sportomatic #15259

Presenting this stunning 1973.5 Porsche 911T CIS Targa Sportomatic featured with matching numbers that is finished in its beautiful factory color combination of Gold Metallic with a black interior. Includes a Porsche Certificate of Authenticity copy and service receipt copies for an engine rebuild in addition. An astonishing Porsche that is ready to be enjoyed and is mechanically sound.

For \$86,500



1987 Porsche Carrera Coupe #16815

Presenting this 1987 Porsche Carrera Coupe featured with matching numbers and finished in the factory color Grand Prix White (908) complemented with a Burgundy interior. Equipped with a 5-speed G50 manual transmission and a 3.2-liter engine. Service receipt copies totaling over \$28,000 from August 1988 through April 2011. An opportunity to own a piece of German automotive history that is mechanically sound.

For \$72,500



1987 Porsche 911 Carrera Targa #15716

This low mileage one-owner 1987 Porsche 911 Carrera Targa featured with matching numbers and only 9,103 miles on the odometer. Finished in its factory color Guards Red (G1) complemented with a black interior. Equipped with a five-speed G50 manual transmission and a 3.2-liter flat-six engine. This 1980s classic comes with the owner's manuals and receipts. An exceptional Porsche that is mechanically sound.

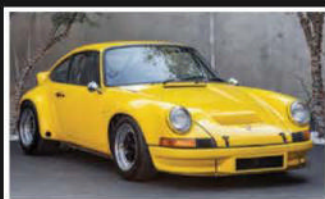
For \$119,500



1974 Carrera Sunroof Delete Coupe #16309

This 1974 Porsche Carrera Sunroof Delete Coupe featured with matching numbers and finished in its highly desirable factory color Mexico Blue (336) complemented with a Black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, and ducktail spoiler. An extremely collectible Carrera Sunroof Delete Coupe that is offered in a captivating color combination and is mechanically sound.

For \$129,950



1970 Porsche 911E Coupe #16572

Presenting this Karmann-built 1970 Porsche 911E Coupe featured with matching numbers and finished in a captivating color scheme of Yellow combined with a Black interior. Equipped with a widebody kit, a customized fuel tank, whale-tail rear spoiler, sport seats, Otto harness-style seatbelts, and a custom hood. An eye-catching Porsche 911E that is ready to be admired and is mechanically sound.

For \$69,950



1969 Porsche 911E Targa #16619

Presenting this highly collectible 1969 Porsche 911E Targa featured with matching numbers and is finished from the factory in Tangerine (6809) complemented with a Black interior. Equipped with a manual transmission, fuel-injected 2.0L flat-six engine and Recaro-branded front seats. An extremely desirable fuel-injected 911E that has just come out of the dry desert state of Nevada and is mechanically sound.

For \$89,950



1976 Porsche 912E #16829

Presenting this one-year-only 1976 Porsche 912E that is finished in Emerald Green Metallic complemented with a Tan interior. This California car is equipped with a 5-speed manual transmission and Dell'Orto dual carburetors. The iconic Porsche emblem proudly sits on the front hood, symbolizing the rich heritage and legacy of this legendary brand. An extremely coveted 912E that stands out and is mechanically sound.

For \$44,500



1994 964 Carrera 4 Wide-Body Coupe #14684

Presenting this amazing and highly collectible 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 of 267 ever produced). Available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, and automatic speed control. Do not miss your chance to jump into the ownership of this one-year limited-production factory Wide-Body air-cooled 964 that is mechanically sound.

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ROBERT KELLER

Changing ownership of a trusted brand can sometimes present concern from its loyal customers. With EMPI's acquisition and subsequent renaming of PMO, however, the carburetion company's long and fruitful history of producing top-quality products for air-cooled Porsches is in safe hands...

Robert Keller is President of world-renowned Volkswagen and Porsche parts supplier, EMPI, which recently acquired aftermarket Porsche carburettor manufacturer, PMO. Visit empius.com to view the entire line of EMPI's PMO Induction carburetors and spares for air-cooled flat-six engines.



PMO Induction carburetors were born out of a need and desire to fill a void in the marketplace and introduce a superior product specifically for air-cooled Porsches.

Weber Italy went through several rough years as the market shifted to fuel injected cars in the late 1980s, causing IDA triple replacement carburetors and their associated parts to become increasingly scarce or, worse, altogether unavailable. This led PMO founder, Richard Parr, to embark on not only re-creating the triple Weber IDA, but to significantly improve its design. Utilising only aerospace-quality castings and machining tolerances for venturis, throttle plates, velocity stacks and throttle shafts, the resulting PMO products delivered improved performance and precise air metering, making tuning much easier.

A switch to Weber IDF jetting and float technology corrected the fuel slosh and starvation issues known for plaguing the original IDA configuration. Also, the entire throttle body of a PMO carburettor is enlarged

from the top throat through the throttle plate, whereas forty-six-millimetre IDAs feature only an enlarged throttle plate, meaning the airflow capabilities of PMO Induction carburetors are significantly improved over the equivalent-size OEM parts. In addition, Weber didn't produce a fifty-millimetre carburettor for large displacement or racing applications. This was addressed with the PMO product line.

PMO Induction products utilise a single-piece, ground and honed stainless steel throttle shaft, supported by large ball bearings for a lifetime of smooth throttle action. This solves the single biggest design issue with Porsche's factory carburetors — the OEM parts suffer greatly from throttle shaft wear, air leaks and binding, leading to tuning problems and deteriorating performance. The OEM carburettor design is also prone to heat soak, exacerbating the aforementioned wear issue.

I'm pleased to say these concerns don't apply to PMO Induction carburetors — they include a sight glass float bowl to allow for accurate setting of fuel levels in a simpler and more efficient manner than when working

with the OEM IDA parts, which require partial disassembly to facilitate fuel level adjustment.

By the time Richard Parr was nearing the end of his career, PMO had developed an amazing product line, but he was seeking stewardship to continue the company's operations long into the twenty-first century. EMPI is now the proud custodian of his legacy and is a natural fit — we sell more carburetors for air-cooled Volkswagens than any other company. Incidentally, Richard served as consultant during the changeover period. It's important to note, our goal was not to acquire PMO and revise the design of an already amazing product. On the contrary, our aim is to increase the efficiency and availability of PMO products worldwide.

As you can imagine, transitioning from a 'pen and paper' company — completely analogue in its approach to product development and overall running of the business — to one with extensive digital assets, parts catalogues and a focused marketing strategy has proved challenging, but we are already seeing a stronger and more robust PMO product line as 2024 rolls into view.

Plans are already in motion to bring back into production the electronic fuel injection (EFI) and mechanical fuel injection (MFI) throttle bodies PMO stopped producing a few years ago (on account of capacity issues). Other new and complementary PMO products are queued up for manufacturing in the new year. We will, of course, share news of these releases as soon as each new product is ready for launch.

As you I hope you can appreciate from these words, Richard Parr's legacy of making vintage Porsches faster is in rude health under EMPI's ownership and management of PMO. As many of you will already be aware, to not only reflect plans for forthcoming product line expansion, but also to more accurately convey the company's expertise, the brand has been renamed PMO Induction. Manufacturing has been relocated to EMPI headquarters in Anaheim, California, ensuring PMO products will continue to be produced and assembled using only aerospace grade materials and manufacturing practices pioneered in Southern California. This is a very exciting time for a brand cherished by owners of air-cooled Porsches the world over. ●



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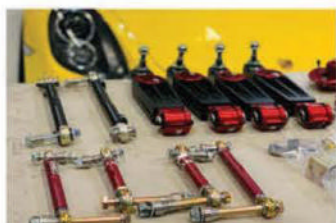
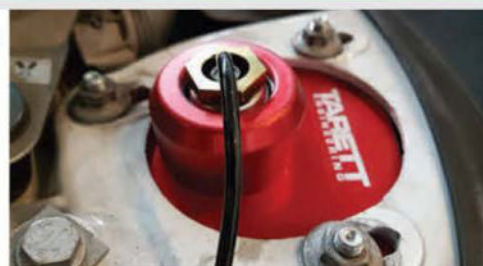
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KARL MEYER

With a raft of facelift models due to land in Porsche Centre showrooms in coming months, production of today's Porsche products is slowing with immediate effect. Nowhere is this more apparent than on the order books of new 911s and Taycans, where options for personalisation are on hold...

Karl Meyer is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit theporschebuyer.com



Last month, I expressed the good news we are now firmly in a buyer's market, but I applied a warning: trying to time the bottom of a very *fickle* market could prove a risky strategy on account of more trading complexities and influencing factors than ever before. I also advised would-be buyers to capitalise on market uncertainty by thrashing out the best deal they can achieve on the Porsche model they crave.

In the summer, when Porsche AG gathered its global senior delegates together to unveil the new Cayenne, I was reliably informed the company had engaged in an encouragingly honest conversation with Porsche Cars Great Britain's management team. In essence, Porsche AG directly addressed concerns regarding over-production, which has left the UK's Porsche Centre dealer network with more stock than ever previously experienced. Porsche AG expressed its view there is no desire to move away from its famed tradition of expertly navigating the supply and demand ratio.

I must admit, as dyed-in-the-wool as I am, I too had become concerned, wondering if Porsche's bid to 'go large' in the EV market and compete on the profit and loss statements of the monstrous Volkswagen Group would mean a new era of high-volume Porsche production was on the cards. The company tackled this concern with a level of honesty, humility and directness I've not

experienced with other brands. In short, Porsche AG's directors promised to support owners and franchisees alike, thereby ensuring prices stabilise. Fast-forward to the present day and the plan is in effect — Porsche has locked down all specification-amendable Taycan orders for November and won't be delivering any further non-standard Taycans to the UK until next year.

Truth be told, this isn't the most radical of moves, but here's the rub: if you live in the UK and want to personalise a Taycan, you can no longer do so. You can, of course, wait until Q1 2024 and go mad with the online Porsche configurator... or can you? Having worked for and with the brand over many years, I recognise that when a point of production dictates a model facelift is on the horizon, the factory begins re-tooling. With this in mind, I believe there will be no Taycans of any description — personalised or standard specification — delivered in Q1 or Q2. The next new Taycans to land on our shores will almost certainly be facelift cars arriving sometime around the back end of Q2 or early Q3.

My crude calculations, which take into consideration the number of new standard-specification Taycans currently in Porsche Centre showrooms, plus the rate at which new Taycans get sold in Britain, tells me we will eat through hitherto surplus stock within three or four months of this magazine landing on newsstands, meaning we may flip from a surplus to a deficit during the wait for a facelift model.

We all know what this will mean for the prices of used Taycans. Add to the mix how the exact same story is playing out for the 992 — all new 911s are currently locked down in advance of next year's highly anticipated facelift. I also don't believe many 718 Boxster/Caymans will be manufactured ahead of the imminent EV versions making themselves known.

I have asked myself is there any chance we could see certain models achieve a premium price point if production of new Porsches drops off? Nothing surprises me in this market space, but I don't think we will see rapid rises in the prices of the cars we love. Yes, I believe we will have a new-car stock deficit in 2024, but waiting for a facelift model to land is very different to a delay caused by supply issues, which we have seen in recent years. On the whole, Porsche Centre customers are happy to wait. Moreover, the UK economy is far from out of the woods, certainly in terms of borrowing rates, inflation and the current cost-of-living crisis. For many buyers, a wait is no bad thing right now.

I've deliberately avoided talking about Macan sales. Many of us have been awaiting the new electric version of the massive-selling crossover SUV. At one time, it was the largest order book held by Porsche Cars Great Britain. Of late, the company has been rather silent on the matter, but a recent speech from the firm's CEO made reference to the country's lack of adequate EV infrastructure. Can anyone disagree? I sincerely doubt we'll see this Porsche, but time will tell.

Interestingly, Porsche is proudly drip-feeding the market with statistics relating to its newly developed hydrogen combustion engine, which it claims can perform as well as a 4.4-litre V8. Simultaneously, the company is investing a significant sum of money into the development of sustainable e-Fuels. I have to admit, the brand has made me proud to be a fan on countless occasions. This is another. Whether it's putting engines in the 'wrong' place, cooling them 'incorrectly', continuing to make sports cars with manual gearboxes (when competitors have abandoned clutch pedals), or when the company is doing its own thing with engine development and fuel supply, one thing is for sure: history has a funny way of proving this fabulous company right time and time again. ●





NOW AND THEN

Six decades apart, but sharing DNA referenced in their joint iconography, this 356 A and 992 Sport Classic neatly bookend Zuffenhausen production in the year of Porsche's seventy-fifth anniversary...

Words **Johnny Tipler** and **James Fossey** Photography **Dan Sherwood**

On the face of it, separated by almost sixty-five years, this 356 A and 992 Sport Classic have very little in common, other than

their Porsche badges and the amazing coincidence of their similar cosmetic treatment. One is spunky cocksure, the other the lardy suavester. One is happy puttering avidly around backroads, the other will draft blithely across the vast

EU autoroutes spanning northern Iberia. There's no doubt about it — these cars are vastly different in build, performance and character. Of course, we knew

they would be, but we're going to see how one evolved (however distantly) from the other, what influences passed down the model line and, crucially, which were seized upon latterly by Stuttgart's canny designers and marketing types. I'm thinking of the 997 Sport Classic in particular, plus Porsche's unquenchable penchant for labelling any of its products as an anniversary model.

The fact a couple of Norfolk boys own these cars is pure fluke, but it allowed us to gather, shoot and review at one of our favourite settings in the region. Observing chronological order, let's hit the 356 A first.

Greg Moore has done his homework. Readers of our sister title, *Classic Porsche*, may remember his 356 Speedster replica from its star turn in the magazine a few months ago. He's a dyed-in-the-wool 356 buff and, remarkably, has owned this 356 A T2 since he was seventeen years old. He doesn't mind admitting that was more than four decades ago.

He reveals the car rolled off the assembly line on 3rd March 1959, satisfying an order from well-known

West London-based sports car dealer, JH Bartlett. Finished in silver with a red interior, the car was sold to a Mr J Ellman-Brown, but changed hands soon thereafter — in the autumn 1959, ownership passed to a Mr Arthur Sheffield. If the name sounds familiar, it will be because Sheffield (in collaboration with fellow 356 owner, Jeff May), founded the UK's Porsche Owners Club, which went on to become today's Porsche Club Great Britain.

THE PORSCHE BORE SUBSTANTIAL NOSE-END DAMAGE, A CRACKED WINDSCREEN, THE FRONT SEATS WERE ABSENT AND THE ENGINE DIDN'T RUN

From 1964 to 1970, the car belonged to a David Gill, resident of Little Baddow, Essex. Greg tells me he found Gill's driving licence buried in the car. "It was bearing an endorsement for speeding in 1967," he laughs. In 1971, the Porsche passed to a Mr Eigginson of North West London. Records show he settled a bill (£89 19s 8d, in case you were wondering) from AFN's service department for fitting a 356 B clutch. All grist to the mill. Greg has loads more useful material, tracing the car's progress into East Anglia. Crucially, he thinks it was subject to accident damage in 1971 and languished in a tyre garage in Walsham Le Willows, Suffolk, until 1983, when it was bought for spares by someone (known only as Arthur) wanting to resuscitate a 356 B.

A year later, John Reilly, the owner of a Metfield-based general service garage, bought the car, after which, Greg and his father acquired it for the princely sum of £800. It was obviously a project — the Porsche bore substantial nose-end damage, a cracked windscreen, the front seats were absent and the engine didn't run. The inner and outer sills were

rusty and the original paint was totally distressed. Nevertheless, Greg was over the moon. "I was a teenager with his very own Porsche. How could life possibly get more exciting?!"

During the course of the next decade or so, Greg and his father gradually turned the basket-case Porsche into a going concern. "I was at college, but I'd visit Reilly's garage in the summer holidays. I learned basic mechanics, including how to change brakes. New

inner sills were installed using oxyacetylene welding, which is very old-school. Parts were very difficult to get in those days. I'd scour magazine classifieds and

make loads of phone calls. I'd order a component, but could never be sure what would land on the doormat. It might be the wrong item and the cycle would start over. Back then, generally speaking, 356 owners didn't mind fitting Beetle spares. We'd modify parts to keep our cars going. Having said all this, my 356 was largely complete, save for the lack of front seats and missing bumper."

GOT THE KNACK

The front lid had a crease in it, possibly a consequence of ignorance. You see, when you lift a 356 bonnet, it stays up. Lift it again and it drops down. It's likely someone didn't know how to close the panel, forced it down and creased the metal. "I've still got the original frunk, but I didn't want to cut a hole in it for the custom fuel filler," Greg confirms, before telling me the car's current front lid was originally installed on 356 B T5. "There is a marked difference between the bonnets of a 356 A and a 356 B," he explains. "I liken them to a dolphin and a porpoise — a porpoise is a bit more rounded than a dolphin, meaning the 356 B bonnet is flatter and a bit smoother."

Facing page This particular 356 A is the perfect air-cooled Porsche to pair with the new Sport Classic



On 11th October 1992, the car was given a clean bill of health at Greg's local MOT test centre. This air-cooled classic was finally back on the road. "It was pretty reliable, but starting was sometimes a little hit and miss. Bear in mind the car was making use of six-volt electrics. I upgraded to a twelve-volt system and had no problems thereafter."

In 2016, he drove the car to the 24 Hours of Le Mans. "The journey became the highlight of the weekend, far more so than the race itself. There were several trials and tribulations along the way. Flat tyres were a problem. The generator stopped working, too. Three years later, I drove the car back to Sarthe for the Le Mans Classic." He's keen to flag Woolley's Service Station at Hingham. "I wouldn't have completed either trip without Neil Chillystone's invaluable help and determination."

Over the years, Greg chipped away at odd jobs on the car, but the most dramatic progress occurred during the past four years. The rebuild included a new floor to replace the Fred Flintstone original. Most of the bodywork was carried out by LA Custom Coatings, formerly at Higham, now at Dereham. "LA Custom Coatings is a young team of four Porsche enthusiasts who listen, ask questions and get the detail right. Originally, the car was visiting their workshops for just a respray, but inspection highlighted the true condition

of the body, which left a lot to be desired." In short, Greg's 356 received new door skins, rockers and sills, plus loads of metal grafted into the inside rear quarter panels — despite Porsche Classic's reintroduction of parts for legacy models, many replacement items remain unavailable, necessitating custom fabrication by independent specialists. In contrast, 356 engine bay tinware is readily available to buy new. Even so, Greg retained his car's factory parts because of their beautiful patina, even though the cost of fixing them was greater than buying new. "Ultimately, they're original. I've tried to keep hold of factory-issue components wherever possible," he assures me.

The body went through massive restoration to achieve perfect panel gaps. Tweaks? Apart from the B bonnet (now equipped with the aforementioned central fuel filler cutout), the bumper support brackets have been shortened in order to bring the bumpers closer to the bodywork. You may also have noticed the 'spaceship' door mirrors, which are Berlin Talbotts. "They're from the car's era of production, though it's true to say they weren't on Porsche's standard fitment list, even if they were popular in the period's motorsport."

The majority of repair sections were provided by PR Services in Billericay, Essex. Greg is fulsome in his appreciation. "Paul and Clare at

PR Services were extremely helpful, beyond normal service levels, simply the best." He notes other components were supplied by 356 specialists, Roger Bray Restoration, Karmann Konnection, Reap Automotive and Replica Parts.

Greg pondered over which colour to paint his restored Porsche. After much in the way of deliberation, he settled on a coat of silver, as applied on the production line in 1959. Things changed when he spotted a 992 Sport Classic and fell in love with the thoroughly modern

Above Common styling, but two very different cars serving as bookends to demonstrate seventy-five years of Porsche design and evolution

Below Greg bought his 356 back when he was a teenager





Carrera GT

Basalt Black • Black Leather GT Seats
19/20" Centre Lock Magnesium Wheels
Original Luggage Set • No. 1,121 of 1,270
Cars Built • Previously Sold by Paragon
2,885 miles • 2006 (06)

£1,649,995



356 Speedster

Signal Red • Black Leather Sports Seats
15" Steel Wheels with Chrome Hub Caps
Chassis No. 83032 • Certificate of
Authenticity • Tool Kit & Jack • Previously
Sold & Serviced by Paragon • 1957

£314,995



911 Turbo (991.2)

GT Silver • Bordeaux Red/Black Dual-
Tone Leather • PDK Gearbox • 20" Turbo
III Wheels • Sport Chrono • Glass Electric
Sunroof • Previously Sold & Serviced by
Paragon • 18,583 miles • 2016 (66)

£99,995



911 Turbo (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Turbo Centre Lock
Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Carbon
Interior Pack • 16,012 miles • 2015 (15)

£89,995



911 GT3 (996)

Arctic Silver • Black Leather Bucket Seats
18" GT3 Split Rim Wheels • Stainless
Steel Rear Roll Cage • Air Conditioning
Previously Sold & Serviced by Paragon
55,191 miles • 2000 (V)

£84,995



911 GT3 (996.2)

Speed Yellow • Black Leather Bucket Seats
18" GT3 Wheels • Stainless Steel Rear
Roll Cage • Air Conditioning • Porsche
Classic Radio • Previously Serviced by
Paragon • 32,387 miles • 2003 (03)

£84,995



911 Turbo (997.2)

Meteor Grey • Black Leather Adaptive
Sports Seats • PDK Gearbox
19" Turbo II Wheels • Sport Chrono
Touchscreen Satellite Navigation
33,619 miles • 2010 (60)

£79,995



911 Carrera 2 (993)

Viola Metallic • Marble Grey Leather Seats
Tiptronic S Gearbox • 17" Cup Wheels
Air Conditioning • Porsche Classic Radio
Previously Sold & Serviced by Paragon
48,880 miles • 1996 (N)

£74,995



911 Turbo (997) GEN 1.5

GT Silver • Cocoa Leather Bucket Seats
Manual Gearbox • 19" Fuchs Wheels
Touchscreen Satellite Navigation • Sport
Chrono • Previously Sold & Serviced by
Paragon • 56,458 miles • 2009 (58)

£67,995



911 Carrera 4 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Carrera S Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Bose Sound
System • 22,782 miles • 2014 (64)

£65,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Carrera Classic Wheels
Switchable Sports Exhaust • Sport Chrono
Touchscreen Satellite Navigation
39,561 miles • 2013 (63)

£59,995



Boxster S (981)

Platinum Silver • Bordeaux Red Leather
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19" Boxster S II Wheels • Full Leather
Interior • Electrically Folding Mirrors
4,126 miles • 2012 (12)

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911's colour and body graphics, so much so he approached Porsche Classic Factory Restoration curator, Martin Hornberger, who provided the relevant colour code, as well as Sport Classic houndstooth and leather samples. "Once I decided to move away from the idea of returning the car to its original shade of silver, there really was no other option on my mind," Greg continues. "Back in the 1950s, 356 buyers could choose between Heron or Fashion Grey. The 992 Sport Classic wears a shade based on the latter. I simply followed Porsche's lead," he says, acknowledging how his 356 looks perfectly at home next to the Sport Classic in our photographs.

upholstered in OEM Cognac leather with black and white houndstooth inserts. There's also an Alcantara headlining. The same material was used to trim the sun visors. German square-weave carpet covers the floor.

The carpeting was cut and fitted by Fulcher Upholstery, based at Hethersett, south of Norwich. Ordinarily associated with Lotus sports cars old and new, the company shows an increasing number of Porsche owners on its client list. "Steve Fulcher is brilliant," Greg beams. "He produced all of my car's carpets and the majority of its upholstery, although Garry Hall at Classic FX trimmed the seat centres, the door cards and the dash, as

well as what he calls the codpiece, which is the bit covering the gearbox hump."

Ten years ago, Greg removed the original engine and installed a Beetle flat-four. "That was a lovely 1,776cc unit with approximately ninety-five horsepower. It ran beautifully. The car was always reliable — it didn't matter if you wanted to push hard." The Porsche engine, however, was waiting patiently for repatriation. "Paul at PR Services was too busy to take on the rebuild on account of his customer waiting list growing enormously during the height of the pandemic. I was nineteenth in the queue. I wanted the engine up and running as soon as possible, which is

Above Porsche Classic provided Sport Classic colour codes and material samples for Greg to use as the basis for the finish of his 356

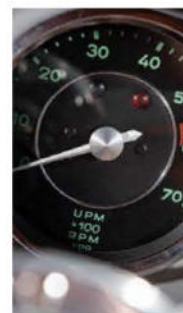
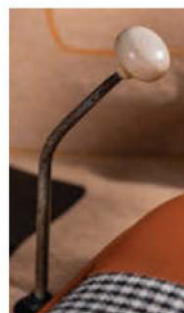
Below An interior inspired by a modern Porsche inspired by a classic Porsche

JUST LOOKING

LA Custom Coatings painted his highly personalised Porsche in a lick of *Sportgrau metallic* (code M7M), which is essentially a copy of Fashion Grey with added pearl. The 550 Spyder-inspired darts on the front wings are painted *Sportgrau-Hell* (M7L). They emanate from the headlights and run backwards along the wings, referencing racing in the 1950s, when they helped pit crews and timekeepers identify cars according to the colour of their fast-moving darts, usually presented on the tail-fins.

This 356's cabin is equally a masterpiece. Looking at the two Porsches side-by-side, separated by six decades, you might wonder whether the newer car copied the older one, rather than the other way around. Indeed, the air-cooled Porsche's interior is





Above Inside and out, every inch of this 356 is superb and was a real labour of love for Greg, who paid £800 for the car more than four decades ago

why I commissioned Jason at Aircooled Hut in Mansfield to take care of the work. He usually restores Beetle engines, but he carries out machine work in-house and is more than capable of restoring an air-cooled Porsche flat-four."

The cases were pressure-washed, tested and joined by JE pistons and Dura bar cylinders, Carrillo rods, a fifty-millimetre reground crank, Neutek SX2 high-lift cams, a lightweight JPS Aircooled flywheel, Weber 40 IDF carbs and Willhoit WR air filters. The result is 86mmx72mm, 1,720cc of displacement and 9.25:1 compression ratio. It's the biggest capacity you can go on a 356 flat-four without machining.

The vast majority of engine components, including the heat exchangers, rods, crank, bearings,

is going to rebuild it this winter. It's sweating a bit, though I don't think there's going to be much wrong inside."

THE SOUND OF THE FLAT-FOUR AND THE VIBRATIONS PASSING THROUGH THE STEERING, YOUR HANDS AND THE SEAT IN A WAY MODERN CARS CANNOT RECREATE

gaskets and the CSP Sebring sports exhaust — earthy and gutsy, with plenty of popping on overrun — were supplied by Paul at PR Services. "He matched everything to ensure I had a good stab of enjoying a reasonably potent engine. Output is in the region of 120bhp. This air-cooled boxer is very revvy, enabling me to reach 60mph quickly. The original gearbox remains untouched, but Paul

The Fuchs wheels — shod with 165 HR15 Pirelli Cinturato CN36 black circles supplied by Longstone Tyres — are obvious testimony to an

Outlaw mindset. Sourced from the team at Jasmine Porschalink, they're original 1968 6R fifteens measuring five-and-a-half inches across.

They're known as hearts, a reference to the motif on the valve stem. The brakes behind these fantastic five-leaves consist of an original set of 356 SC discs mated to an e-brake. The suspension has been lowered by twenty millimetres.

The 356 driving experience is raw and unfiltered. The car is in charge and you follow. The sound of the flat-four and the vibrations passing through the steering, your hands and the seat hit the senses in a way modern cars cannot recreate. You feel an integral part of a 356. It's something no owner wants to let go of.

There's the nose, too — a 356 on song has a characteristic smell. The perfect opportunity to put this sensation to the test came in June 2023, when the car ventured to the Le Mans Classic and joined a parade lap celebrating Porsche's seventy-fifth anniversary. "I opted into the event as a gift to my son," Greg smiles. "We had three-quarters of an hour on the actual Le Mans circuit. It was





the most amazing forty-five minutes I've ever experienced in a car. It was great to build automotive memories with my son, just as my dad did with me, not least helping me buying this old Porsche all those years ago. At the time of the Le Mans trip, I was still running-in the rebuilt engine, meaning I had to keep it below 4,000rpm, but I managed to nudge 100mph down the Mulsanne Straight without any drama."

Greg is pragmatic about upgrades. "I'm quite happy for the mechanicals to be changed or updated, because, after all, technology has moved on since this car was manufactured. With 120bhp, decent brakes are crucial. For this reason, the system makes use of twin-circuit parts, making the car much safer on modern roads. Let's face it, if you want to keep your 356 going in the modern age, you can't expect it to remain in specification designed to deal with the comparatively low amount of traffic in circulation at the time of manufacture."

More engine tuning is on the cards, as is a new generator with alternator, a thick anti-roll bar, upgraded front calipers (and accompanying bigger-bore master cylinder), a change of steering damper and a third brake light. "I just want to have fun driving this classic Porsche. In

2024, I'm taking it to Spa, where I hope to join another parade lap. I've been bitten by the bug and want to participate in loads of them, though I draw the line at racing. To me, this car is too precious to drive in a competition environment."

Predictably, the story of Chris Webster's 992 Sport Classic is completely different. Referencing 2009's 997 Sport Classic (complete with cool stripes, finished in a dedicated shade of

grey, sporting a Zagato-esque double-bubble roof and a ducktail rear spoiler), this super-modern 911 was designed in-house by Porsche Exclusive Manufaktur and applies styling flourishes to the 992 platform's bulky frame.

Internally, this flavour of Porsche offers houndstooth upholstered seats and, well, orange leather trim on the lower dashboard, seat bolsters and door panels. Sure, it's not the clean-as-

Above and below
Flat-four has been oversized to 1,720cc and develops 120bhp





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a-whistle retromobile projected by the 997 Sport Classic — a factory take on the backdate approach — but it is, nonetheless, extremely impressive.

Classic styling cues aside, pretty much everything in the cockpit is thoroughly modern. You get the same touchscreen, climate control and instrument display as you'd expect from a top-line 992, but there's a new rev counter, which is styled to look considerably older than it is. The green digits are backlit, giving the impression they're luminous. It's a nod to the gauges in the 356 (and early 911). Despite the retro design, however, the Sport Classic's rev counter looks perfectly at home alongside the digital displays to its left and right.

SEVENTH SENSE

Allegedly de-tuned to compensate for the lack of front-wheel drive, the powertrain boasts a seven-speed manual transmission coupled with a 542bhp 3.7-litre twin-turbocharged flat-six annexed from the 992 Turbo. This 911 certainly is exclusive — production was

limited to 1,250 units. How, then, did Chris manage to get his hands on one? It wasn't just a matter of luck.

He'd recently bought a 992 Turbo S Cabriolet from Porsche Centre Norwich. His wife, Emma, ordered a Cayenne GT Turbo. This amounts to way more than a foot in the door — Chris had established

a more unusual Porsche. I've got two young children, a three- and four-year-old. The Sport Classic has got four seats, whereas a GT3, even in Touring trim, is limited to front seats. Those rear pews were a big selling point. Additionally, the Sport Classic is manual and configured for rear-wheel drive, a combination I

wanted. As good as the Turbo S is, I was left wanting for a more involving driving experience. The Sport Classic ticked every box." He goes on to suggest the Sport

Classic is a great family car, offering a generous amount of front luggage space. "I even do the school run in it," he grins. "The kids are strapped in the back, nice and safe."

Thumbs-up to the 911 as family car — for many years, I did the school run in various 911s, but this is hardly the kind of driving stretching the Sport Classic's legs. "When compared to the Turbo S, this 992 feels much more like a GT car. Kerb weight is lower, a result of reduced noise insulation, thin glass and carbon-fibre used for construction of the roof, bonnet and engine lid. The noise is

Above Chris is promised exclusivity by the fact only 1,250 992 Sport Classics are to be assembled

Facing page It's easy to see why Greg based the look of his 356 on the this new 911, released under by Porsche Exclusive Manufaktur under the brand's new(ish) Heritage banner

THE FACTORY LAUNCH CAR WAS EMBLAZONED WITH THE NUMBER SIXTY TO COMMEMORATE SIX DECADES OF 911

a good rapport with the Centre's staff by the time Porsche announced the 992 Sport Classic was in production. "I had a good relationship with Michael Cornwell, who was serving as salesman before his recent promotion to a loftier position. Everyone working at the Norwich site is great, though. And with a bit of pestering, they were able to put me in line for a new Sport Classic."

The main reason Chris coveted this particular Porsche was its exclusivity. "I wanted something unique," he says. "The new 911 Turbo S is great, and you don't see too many on the road, but I wanted





completely different, too," he asserts. "It's louder, even though the same flat-six and turbochargers are at play. And despite the Sport Classic's engine being down on output, meaning its characteristics are different, the car delivers the perfect balance of horsepower and torque for a modern rear-wheel drive sports car."

The new 911 Sport Classic is available

with blank racing circles on its doors, although the factory launch car was emblazoned with the number sixty to commemorate six decades of 911. Why did Chris pick the number twenty-five? "It's my lucky number," he shrugs. "Porsche gave Sport Classic buyers the option to pick any number they wanted. There's also a plaque on the dashboard, which quotes the build number out of the 1,250 units manufactured. Porsche Centre Norwich contacted me and asked if I wanted a specific build number. I chose 254, which represents twenty-five for the day I was born, and four for April,

the month I was born. I was very lucky to get this car."

Exclusive it certainly is. At circa £215,000, it wasn't cheap, either. Subtle? Eye-catching is a better way of putting it, although Sport Grey Metallic

THIS TELLS YOU A LOT ABOUT HOW IMPORTANT IT IS TO HAVE A GIGANTIC WING STUCK ON THE BACK OF A GT3 WHEN A DUCKTAIL IS CLEARLY PERFECTLY FINE

obviously isn't shouty, unlike Ruby Star Neo. Indeed, Chris regards the Sport Classic as understated. "It's quite retro-looking for a new Porsche, and I like how discrete it is in modern traffic, though when you speak to somebody who really knows Porsches, they can pick out all the little details different to those of a standard production 911. It's not too flash, meaning it doesn't draw too much attention, only from real enthusiasts who know what they're looking at. For example, the stripes of the double-bubble roof line up with those on the bonnet. The wide Turbo wheel arches are

present, but without the Turbo's side air intakes. Obviously, the ducktail is unique. The centre-lock wheels are also specific to this vehicle, similar in style to classic Fuchs." If only Porsche styled them more like the wheels on the 997 Sport Classic, rather than chrome lollypop sticks.

There's no electric spoiler or rear wing, just the ducktail. The front spoiler and the rear spoiler are both fixed. Perhaps this tells you a lot about

how important it is to have a gigantic wing stuck on the back of a GT3 when a ducktail is clearly perfectly fine on the 195mph Sport Classic.

The 3.7-litre flat-six's qualities are well-documented, but the 992 Sport Classic is the first 911 to pair it with a manual gearbox and rear-wheel drive. If we're nit-picking, the transmission is a bit of a disappointment. It would have been good to see the GT3's six-speed manual employed in the Sport Classic, mainly because it's such a fabulous gearbox, although you might argue the seventh speed is a useful addition for motorway

Above Combining the attributes of the Turbo and GT3, the Sport Classic is a limited-edition 911 lovechild nothing short of epic

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The screenshot shows the Elephant Racing website's 'Package Builder' tool. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE' and provides contact info for 'Sales & Support +1.408.297.2789'. Below the navigation bar, a dropdown menu lists car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. A search bar is also present. The main heading is 'Package Builder'. On the left, there are three steps: 1. 'Select Year & Model' with dropdowns for Year (2004) and Model (911, 996/997/986/987, 991, 993, 914, 964, 944); 2. 'Select Your Package' with a dropdown for 'Street Performance 2'; 3. 'Customize Package' with instructions to 'Add, update, or remove parts using the tables below' and an 'Add To Cart' button. The main area displays two grids of parts: 'Suspension' and 'Brakes'. The 'Suspension' grid shows various components like shocks, springs, and control arms. The 'Brakes' grid shows brake pads, discs, and calipers. On the right, a 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. Below the grids, there's a section for 'ONLINE TOOLS' with links to 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'.

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Above The Sport Classic's top speed is 196mph, which is 3mph down on the Turbo, although a more convincing 14mph up on the current Carrera

Facing page With 542bhp and 442lb-ft torque on tap, the Sport Classic has plenty of poke

driving. And, of course, the Sport Classic is supposed to be less driver-focused than the GT3. Once you're into the 'legs' of the H-pattern, the action feels smooth, and the seventh ratio allows the Sport Classic to quieten down when you're on a long cruise. With maximum torque arriving from 2,000rpm, you'll rarely need to change down between slip roads, unless you hit heavy traffic.

The flat-six roars as the revolutions climb towards the 7,000rpm redline, delivering a kind of heavy metal backdrop against which the view through the windows becomes a tad blurry. This 911 feels alive and alert. Even without the traction of the all-pawed Turbo, those enormous rear tyres are more than capable of putting the power down. You just have to be a little more cautious if rain starts to fall.

PACE YOURSELF

Yes, the Sport Classic is slower than the Turbo in a straight line, but it feels more agile. That's no slight on the Turbo, which remains formidable in fast, flowing corners, but in terms of responsiveness on turn-in, the Sport Classic has the edge. It feels lighter and more balanced as the corner wears on, too. Admittedly, it doesn't have the grip of the Turbo, but it clings on tenaciously

and feels more adjustable. It's an easier and more intuitive car to steer on the throttle, without the complication of all-wheel drive. Don't go thinking the Sport Classic is some kind of ready-made racer, though. It fills the middle ground between the Turbo and GT3 — still very

Sport Classic holds plenty of appeal for marque enthusiasts (irrespective of how much it threatens to deplete their bank balance).

Like Greg taking his son to the Le Mans Classic, Chris is coaching his children in the world of Porsche. "I

live very close to Snetterton Circuit," he makes plain. "If there's a Porsche event taking place at the venue, I'll take the kids. They're getting to an age

OF THE TWO MEMBERS OF THE SPORT CLASSIC PERSUASION WE'VE BROUGHT TOGETHER FOR THIS ARTICLE, THE OLD CODGER PULLS IT OFF BEST

definitely a road car, but a bit more alert and alive than a Turbo.

Generally speaking, controlling the Sport Classic is easy and natural. Steering feel is as sublime as it is in any other 911, as is pedal feedback, which means you'll feel at home from the moment you slip into the driving seat. The auto-blip function on the gearbox will help the uninitiated, flattering even the most ham-fisted drivers to change smoothly and quickly. Even if you've never driven a 911 before, this particular 992 will fit like a glove. Although you could legitimately claim the same is true of all modern Porsches, the Sport Classic feels like a distillation of all the many things making the 911 so very good. From the retro touches to the quality of the cabin, from the power to the handling, everything is pretty much spot-on. It's expensive, but the

where they have interest in cars and can immediately recognise a Porsche. It's nice to have this bond with them." Start 'em young, that's what I say.

Of the two members of the Sport Classic persuasion we've brought together for this article, the old codger pulls it off best. Frankly, it looks the purer of the two manifestations. Whilst the modernist is clearly the pastiche, the oldster looks like it was designed to be this way in the first place. I had no problems whatsoever with the uncluttered 997 Sport Classic, but the 992 incarnation has rather gone over the top, insofar as its cosmetic treatment seems somewhat excessive.

Then again, Sport Classic trim has clearly struck a chord, and a firm precedent for further stabs at it with future generations of 911 has been well and truly initiated. Watch this space. ●



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2024's BEST BUYS

Industry experts pick the Porsches they think should be registering on your radar in the year ahead...

Words **Dan Furr, Shane O'Donoghue**

Photography **Chris Wallbank, Dan Sherwood, Thomas Fawdry**

This time last year, we were reflecting on a short few weeks delivering two heads of state, three Prime Ministers and just as many Chancellors of the Exchequer. The Treasury and the Bank of England were seemingly at war with one another, inflation was rampant, interest rates were rocketing, Brexit was proving itself a disaster and energy prices were soaring. The impact on the used Porsche market was a notable softening of prices, which many analysts saw as market readjustment following the surge

As mentioned elsewhere in this magazine, the market was flat in the lead-up to summer, a trend continuing into autumn. At the time of writing, sales of new Porsches are also depressed, meaning there are deals to be done across the board. With this in mind, we invited Porsche industry experts to suggest their top tips for the year ahead.

As you'll discover across the following pages, we spoke to dealers in the UK and overseas, as well as heads of respected independent service and maintenance businesses. Our enquiries were primarily concerned with discovering the Porsches specialists think will return the best bang

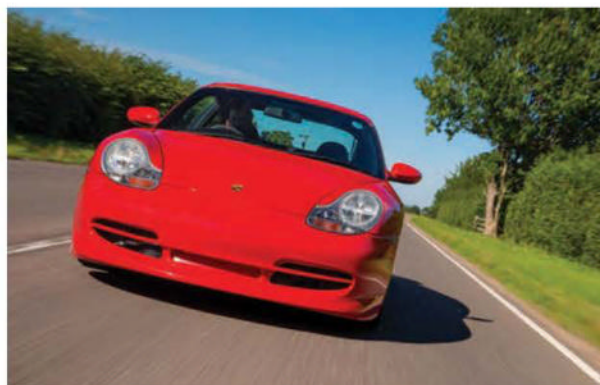
AT THE VERY BOTTOM OF THE PRICE SPECTRUM LIES THE 986 BOXSTER AND, OF COURSE, THE VENERABLE TWO-LITRE 924

in values seen during and immediately after the height of the pandemic.

We accurately predicted 2023 would deliver a buyer's market. In contrast to the shortage of good-quality used Porsches (coupled with increased demand) in years previous, a fresh injection of available 911s, Boxsters, Caymans and cars from the manufacturer's transaxle family of products — many offered for sale by enthusiasts concerned about the possibility of further belt-tightening — has allowed prospective purchasers to be picky, permitting them to hold out for their desired specification instead of having to make-do with limited dealer stock and paying over the odds for cars of less than satisfactory quality. What, then, is the outlook for 2024?

for your buck in 2024. Specifically, we wanted to find out which Porsches offer the most amount of fun on four wheels within a range of price segments.

At the very bottom of the cost spectrum lies the 986 Boxster and, of course, the venerable two-litre 924. Considering we've covered the 986 elsewhere in this issue of *911 & Porsche World*, and taking the early 924's status as a brilliant-value entry-level model as a given, we decided to leave them out of our hit list. This allowed less obvious models to make the cut. Ultimately, we hope the information we've compiled proves useful when you're scanning the classifieds and making arrangements to take a test drive. Most of all, we hope you enjoy ownership of whichever Porsche you end up buying. ●



2024's BEST BUYS



996 CARRERA 3.4

Owning a 911 has never been a more attainable dream, primarily thanks to the current low prices and easy availability of the 996.

With the help of careful checks, you should be able to pick up a bargain, but get excited about a sub-£10,000 price tag and your new 996 could turn out to be an expensive headache.

"Prices of good base-model 996s have dropped to a level many of us in the industry didn't think we'd see again," says Simon Ainscow, co-founder of sports car sales specialist, Cheshire Sport Classics (cheshiresportclassics.co.uk). "An early 3.4-litre 996 Carrera with a manual gearbox is a fabulous car. An example

in excellent condition can currently be bought for the price buyers were paying for tatty Tiptronic-kitted Carreras twelve months ago." In the long-term, he predicts values will rise, making now the perfect time to buy. "The 996 and 997 Carrera lines experienced a significant degree of price adjustment in 2023. I don't think anyone buying either of these cars today should expect to make a fortune come resale, but the relatively low cost of 911 ownership is certainly proving attractive as 2024 draws near."

He cites the 996 Carrera 3.4's old-school technology as a selling point. "It's a fairly basic 911. There's a manual throttle cable, few driver aids. New 911s are pretty much GT cars. In terms of driving characteristics, they have very

little in common with the 996 Carrera, which is a pure sports car. It's not the fastest Porsche you'll encounter, but it's certainly quick enough. The model's water-cooled flat-six is a great engine, too. Notwithstanding the unit's well-documented hot start fault, which is easily fixed, the 3.4-litre boxer is very reliable. When prices of the 996 increased, buyers working with a modest budget were left having to settle for a Boxster or Cayman. Now values have dropped, albeit likely temporarily, would-be 996 Carrera owners are afforded a second bite of the cherry."

Though many will know the early 996 for its historically unloved 'fried egg' front light clusters (now gaining fresh respect among a new generation of 911

Above As time goes by, the 996 Carrera is proving a popular choice among a new generation of 911 fans enamoured by the availability of the model and ease of personalisation



FROM
£12k



IF THE BUDGET STRETCHES...



Right A top-end 996 GT3 is a better buy than a low-end 997 GT3, but the same money puts you in the frame for a 981 Spyder or Cayman GT4, two hugely capable and much newer Porsches

enthusiasts), Porsche was proud of the fact it did away with the somewhat ugly water drain rail running across the top of the 911's side glass, a feature of all models up to and including the 993.

The removal of this detail indicated the 996's body was brand-new. Indeed, Porsche looked long and hard at using aluminium for the body and even for the chassis, although the material was eventually ruled out on the basis of cost, manufacturing complexity and concerns regarding ease of repair. Instead, a large proportion of high-strength steels were employed (hot zinc-galvanised to protect against corrosion, a method Porsche pioneered), allowing for weight reduction and a shell claimed to be forty-five percent torsionally stiffer than that of the 993, not to mention fifty percent more resistant to bending forces.

The front and rear windscreens were bonded in place, a first for the 911

and a move considerably upping the strength of the car's overall structure, which comprised more than sixty-three percent deep-drawn steel, accounting for the smooth, compound curves of the model's exterior body panels.

The 996 represents the single-biggest reimagining of the 911 concept to date and proved to be a massive sales success. Granted, this Porsche's interior feels dated, but from the outside, this is a fantastic-looking car, especially with the GT3-aping factory Aerokit in place. Besides, throw in a fancy head unit with smartphone connectivity and you've instantly brought the 996 into the digital age. Also, it's worth bringing to mind a time when ownership of a 964 could be acquired for peanuts. This air-cooled Porsche was the 911 few buyers wanted. Now look at it — thanks to the efforts of Singer Vehicle Design and others, the 964 is *the* classic 911 to own. The base

996 experiencing a similar turn of good fortune (and associated increased value) isn't beyond the realm of possibility.

Toward the other end of the 996 price scale resides the first-generation 911 GT3, a model also feeling the effect of a softening market after climbing values in the run up to 2023. "Values of both first- and second-generation 996 GT3s haven't reached their full potential," asserts Tom Harris, responsible for the day-to-day running of Porsche sales outfit, 911 Virgin (911virgin.com). He goes on to highlight how the values of exceptional 996 GT3s are overlapping those of downtrodden 997 GT3s, but recommends the earlier model if working with a budget of between sixty and eighty thousand pounds. "A brilliantly maintained and superbly presented 996 GT3 is a good call at this price point, although the 981 Spyder and GT4 can be bought for similar money." Decisions, decisions! ●



FROM
£15k

E1 CAYENNE TURBO S

Offering colossal performance with an equally impressive amount of practicality, the first-generation Cayenne Turbo

stunned the motoring world, but across the street from Porsche's headquarters in Stuttgart, executives at Mercedes-Benz scoffed into their *spezi*, safe in the knowledge their Affalterbach-authored ML63 ruled the roost. With introduction of 2006's Cayenne Turbo S, however, the AMG didn't look quite so comfortable.

Powered by a twin-turbocharged 4.5-litre bent eight producing 514bhp and 530lb-ft torque, the Turbo S was a force to be reckoned with. Acceleration from a standing start to 60mph took just five seconds, while top speed was a quoted 167mph. "The first-generation Cayenne Turbo S is a rare vehicle, but a shrewd move for any Porsche buyer in need of big cargo space," says Cheshire Sport Classics boss, Simon Ainscow. "In the current climate, a low-mileage example can be bought for as little as fifteen grand. That's a huge amount of Porsche for the money, although this is balanced by potentially big repair bills if things go wrong." He recommends investing in a pre-purchase inspection to shed light on any required remedial work, which you can factor into the price you're prepared to pay for the Turbo S you're looking at.

Both the first-generation Cayenne

Turbo and Turbo S feature a locking differential and height adjustable suspension, ideal for off-roading. A six-speed semi-automatic gearbox is standard equipment. The Turbo S interior is a lavish affair, with lashings of leather and extraordinary levels of comfort, but you might wish to hold out for the facelift model, launched in 2008. The interior of this newer Turbo S is just as luxurious as before, but the engine was upgraded to a larger 4.8-litre unit developing a staggering-for-the-time 542bhp and 553lb-ft torque, helping to despatch the sprint to 60mph from rest in a scant 4.7 seconds. You might want to warn your passengers before testing this claim.

Porsche Ceramic Composite Brakes (PCCB) were an option and can be identified by their bright yellow calipers. Tempted? The low cost of ownership is certainly very appealing, but what should you be aware of before taking the plunge? The biggest concern is the V8's cooling system. Early Cayenne Turbos feature plastic coolant pipes which send fluid to the turbochargers, as well as to the engine. These pipes are weak and become brittle with age. Facelift models feature aluminium pipes, but a small number of early facelift Turbos and Turbo Ss rolled off the production line with the troublesome plastic pipes in place. It's essential buyers check the condition of these pipes on any prospective purchase.

Coolant loss can often be traced to the crossover pipe between heads at the rear of the engine. The part is crudely glued into place and the adhesive softens, resulting in loss of fluid. Porsche redesigned the coolant manifold to cure the problem, but it's an expensive item. Don't be tempted to bodge the fix with a grub screw. At a price much cheaper than buying a new manifold from Porsche, London-based supercar workshop, GCAP Performance (gcappperformance.co.uk), offers a two-part screw-in pipe eliminating failure. ●

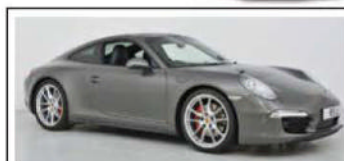
Below The first-generation Cayenne Turbo S was an early adopter of Porsche Ceramic Composite Brakes (PCCB), which can be identified by their yellow calipers



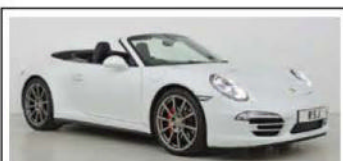


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911 (991) "4S" 3.8 pdk (63 - 2014)
Agate grey with black leather
41,000 miles **£60,000**



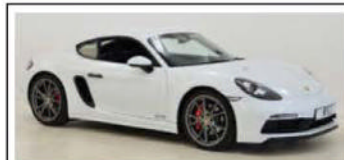
911 (991) "4S" 3.8 pdk cab (14 - 2014)
White with black leather
45,000 miles **£60,000**



911 (911) "2S" 3.8 pdk (64 - 2014)
Sapphire blue with black leather
50,000 miles **£58,000**



911 (991) "2S" pdk (12 - 2012)
White with black leather
38,000 miles **£54,000**



718 Cayman "GTS" 2.5 pdk (68 - 2018)
White with black leather
20,000 miles **£53,000**



718 Cayman "GTS" pdk (18 - 2018)
Carmine red with black leather/
alcantara. 22,000 miles **£52,000**



911 (991) "2S" 3.8 pdk (61 - 2011)
White with black leather
57,000 miles **£49,000**



718 Cayman "S" 2.5 pdk (67 - 2017)
Speed yellow with black leather
19,000 miles **£48,000**



911 (991) "2S" 3.8 pdk (61 - 2012)
Basalt black with black leather
76,000 miles **£46,000**



911 (997) "4S" 3.8 pdk cab (59 - 2009)
Basalt black with black leather
47,000 miles **£46,000**



Macan "GTS" 3.0 v6 pdk (18 - 2018)
Basalt black with black leather/
alcantara. 39,000 miles **£46,000**



911 (997) "2S" 3.8 pdk cab (61 - 2011)
Basalt black with black leather
44,000 miles **£46,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Basalt black with black leather
51,000 miles **£45,000**



718 Boxster "T" 2.0 pdk (19 - 2019)
Black with Sport-Tex interior
32,000 miles **£45,000**



718 Cayman "S" 2.5 pdk (68 - 2018)
Crayon with black leather
37,000 miles **£45,000**



911 (997) "2S" 3.8 pdk (60 - 2010)
Basalt black with black leather
61,000 miles **£44,000**



718 Cayman 2.0 pdk (19 - 2019)
White with black leather
28,000 miles **£42,000**



911 (997) "2S" 3.8 pdk (58 - 2008)
Basalt black with black leather
70,000 miles **£41,000**



718 Cayman "S" 2.5 (67 - 2017)
Red with black leather
28,000 miles **£40,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Arctic silver with black leather
79,000 miles **£39,000**



718 Cayman "S" 2.5 pdk (66 - 2016)
Sapphire blue with black leather
45,000 miles **£39,000**



911 (997) "4S" 3.8 tip (06 - 2006)
Arctic silver with black leather
61,000 miles **£35,000**



Cayman 2.7 pdk (16 - 2016)
Agate grey with black leather
38,000 miles **£35,000**



Cayman 2.7 pdk (16 - 2016)
Pearl white with black leather
36,000 miles **£35,000**

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2024's BEST BUYS



FROM
£20k

944 TURBO

As outlined in last month's issue of *911 & Porsche World*, the 944 Turbo was launched with a turbocharged and intercooled incarnation of Porsche's trusted 2.5-litre eight-valve water-cooled inline-four. Ground-breaking in many ways, the model was the first car to make the same power with and without a catalyst. Forged internals, ceramic cylinder head port liners (one of many upgrades thrown at the M44/51 engine to cope with the Turbo's increased operating temperatures, extra power and harder service life), an uprated transmission with altered final drive, a dedicated oil cooler for the gearbox, stiffer suspension, four-piston Brembo anchors borrowed from the 911 Turbo (930) and

the option of a limited-slip differential (as part of an M030 cost-option upgrade adding Koni dampers) formed part of the package. The most obvious difference from the standard 944, however, was the Turbo's appearance. The muscular haunches of the regular production car remained, but the Turbo was treated to improved aerodynamics, including lower rear spoilers and model-specific body-integrated bumpers. At the nose lived the widest indicator lenses of any production car. In the cabin, the then new 'oval' dashboard, which still looks great today, reminded buyers just how dated the standard model's design had become.

The 944 boasted near 50/50 nose-to-tail weight distribution thanks to the front-engine, rear-transaxle layout, which afforded the model superior handling.

Moreover, the Turbo's torquey lump and punchy K26 turbocharger combined to outstrip the Carrera 3.2's performance credentials by contributing to top speed of 152mph and swifter acceleration, allowing the dash to 60mph from rest to be completed in just 6.1 seconds. Better fuel consumption also proved attractive to Porsche showroom visitors, who were excited by the promise of 220bhp and 244lb-ft torque. Compared to the normally aspirated 944, the Turbo was a monster. In fact, in a series of memorable advertisements, Porsche sought to demonstrate how far removed the Turbo was from the standard 944 by not only highlighting the forced induction model's links to the brand's Le Mans racers, but also to showcase the high number of components manufactured specifically

Above If you're looking for a Porsche ticking every box, it's difficult to argue against purchase of the 944 Turbo



IF THE BUDGET STRETCHES...



for Turbo production. Later, when forced to work with a modest budget, but looking to give its transaxle family of cars a refresh, Porsche carried the Turbo's interior and exterior styling over to the entire 944 range, which was treated to an updated M44 engine with displacement increased to three litres. At the time, this was the world's biggest-capacity four-cylinder production engine. The big news that year, however, wasn't the re-branding of the normally aspirated 944 as the 944 S2, nor was it the introduction of a Cabriolet to the 944 line-up for the first time. No, headlines were reserved for launch of the 944 Turbo S.

Retaining capacity of 2.5 litres, but producing 250bhp and 258lb-ft torque, the limited-run model was the most powerful road-going 944 yet. Not only did it feature a bigger turbocharger than the first-generation 944 Turbo, it also included the M030 package as standard, bringing a limited-slip differential, Koni shocks

and bigger brakes to the party. The front struts featured height adjustment, anti-roll bars were beefed-up and chassis stiffening was introduced to the nose-end frame rails. Sixteen-inch flat-faced Fuchs (inspired by the design of the Corvette C4's wheels) were introduced. Nine inches of width at the rear necessitated arch rolling. Passenger and driver airbags were installed as standard equipment.

Unfortunately, while the Turbo S was the most impressive 944 yet, it was also the most expensive, emptying wallets for DM99,800. Fortunately, patient Porscheophiles could rejoice in the fact the S designation was dropped a year after launch and the model's overall specification became standard equipment for the Turbo thereafter.

Tom Vagi, founder of Seacoast Specialist Cars in New Hampshire (sscarsnh.com), reckons the 944 Turbo is one of the Porsche scene's best buys. "These engines will last hundreds of

thousands of miles if properly looked after," he insists. "Good service history is key, as is good bodywork. Prices are more than reasonable right now. If you're feeling flush, you can secure ownership of the very best of breed for forty grand." Less than the cost of a Carrera 3.2, although edging into 968 Club Sport territory.

"In my opinion, the 944 S2, 944 Turbo and 968 are the best-value Porsches available from fifteen thousand pounds," Tom continues. "Unlike similarly priced Stuttgart-crested cars powered by the M96 water-cooled flat-six, and working on the assumption routine maintenance and servicing has been observed, there is no threat of mechanical surprises with a 944 or 968. In many respects, these are perfect Porsches, offering amazing handling, good power, loads of luggage space, great looks and low-cost maintenance." Pleasingly, spares are readily available. And pop-up headlights will always be cool. ●

Right While 944 Turbos can be bought for as little as twenty grand in the current climate, the very best examples will be verging on the cost of a 968 Club Sport



FROM
£25k

997.1 CARRERA S

You've heard the horror stories. "When it comes to the first-generation 997, people become obsessed with the risk of engine failure," sighs 911

Virgin's Tom Harris. "While it's important to be aware of the pros and cons of any Porsche you're thinking about buying, the number of 997s affected by intermediate shaft bearing failure is tiny. The first-generation 997 is 911 Virgin's biggest and best seller. We've sold hundreds of these cars. The intermediate shaft bearing failure rate I've observed is less than 0.1 percent." Many other respected dealers we've talked to about this issue say they've never come across a 997 with IMS failure. Ever.

"Bore scoring is a different matter," Tom warns. "Simple checks are all that's required to ensure the car you're interested in buying is free of this damage, but if buying from a reputable dealer, such as 911 Virgin, this work will have already been carried out with results for you to see. Again, though, only a small number of cars are affected. I'd put it somewhere around fifteen percent of all 997s manufactured. The figures I've quoted aren't necessarily typical of failure rate, but considering how brilliant the first-generation 997 is as a driver's car when fully sorted, they're illustrative of what can be achieved if these engines are checked properly before purchase — the 997 delivers a lot of Porsche for the money, especially when loaded with the 3.8-litre M97 flat-six."

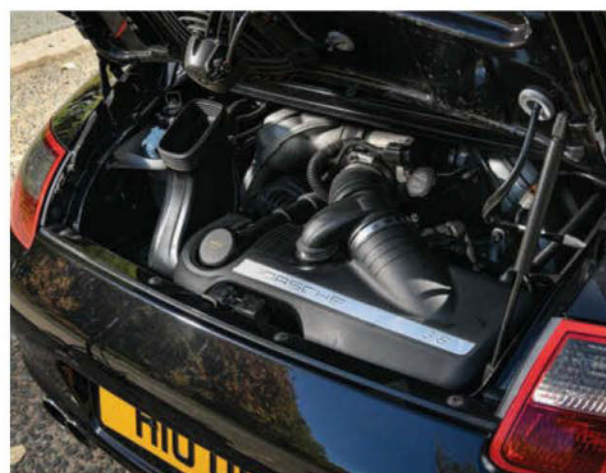
In production for five years from model launch in 2004, the original 997 went on to become a fan favourite, blending modern road-holding, performance and reliability with styling sympathetic to the late air-cooled era of 911 manufacturing. The £58,380 Carrera and £65,000 Carrera S were first from the blocks. The former produced 321bhp from its 3.6-litre six-pot and sprinted to 62mph in five seconds. With an enlarged 3.8-litre boxer and 295lb-ft torque, the 350bhp Carrera S was speedier still. This was the first time in twenty-seven years the 911 was offered with a choice of different engine sizes from the off. Better still, the optional X51 power pack lifted the Carrera S's output to a lofty 376bhp. A six-speed gearbox was shared between models, while the hugely capable five-speed Tiptronic S transmission was a key feature on Porsche's dealer options list.

The Carrera S rode on nineteen-inch rims with Porsche Active Suspension Management (PASM) as standard. A Porsche debut, and the first time electronically controlled dampers had been offered since the 959, PASM enables firmer suspension at the touch of a button. The optional Sports Chrono Package Plus — clearly identified thanks to the presence of a dash-mounted stopwatch — added further dynamic polish, adjusting engine and throttle pedal mapping, as well as intervention of Porsche Stability Management (PSM). A word of advice: Sport Chrono has a hugely positive effect on a Tiptronic S-kitted 997 Carrera S, delivering faster automatic

shifting. Unless you're looking at an unmissable bargain, don't buy a Tiptronic S without this add-on.

Variable ratio rack-and-pinion steering also debuted on the 997, delivering a distinctly direct-yet-progressive feel. The upgrades were transformative, as proven when the Carrera S lapped the Green Hell a full twenty seconds faster than the 996. Understandably, Porsche was confident in its new car's pace and technical supremacy, as highlighted by a relaxing of service intervals to 18,000 miles, although most specialists err on the side of caution by sticking to more frequent fluid changes. A true modern classic, a good 997 Carrera S is yours for between £25k and £35k, depending on mileage and transmission — manuals command more cash, despite Tiptronic S being a fantastic gearbox with manual override. The four-wheel drive, Turbo-bodied, 997.1 Carrera 4S is yours for the same price. ●

Below The 997 Carrera S is an excellent buy, but make sure you invest in a borescope inspection before parting with your cash



Elevated Performance



Photo Credit: Larry Chen Photography



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2024's BEST BUYS



FROM
£30k

981 BOXSTER/CAYMAN 2.7

Allow us to let you into a little secret: you don't need to be travelling at the speed of light in order to have fun in a Porsche. "261bhp and 207lb-ft torque is more than enough to get you smiling on your favourite twisty backroads," says Chris Lansbury, founder of independent Porsche sales, servicing and repair specialist, PIE Performance (pieperformance.co.uk), when referencing his hot picks for the year ahead. "The base 981 Boxster, powered by a 2.7-litre normally aspirated flat-six, is huge fun, looks great and feels thoroughly modern, despite being more than a decade old. Granted, unlike Porsches with instant power on tap, you need to work the base 981 in order

to get the best out of it, but isn't this what sports car driving is all about?!" Putting his money where his mouth is, he's decided to withdraw from sale the red-roof Boxster seen on these pages, preferring to keep the car for himself, rather than release it into the wild. "The 2.7-litre 981 is a great car in standard trim, but with a few adjustments, it can be turned into a true peach of a Porsche." Indeed, power in excess of 300bhp is easily achieved with derestricted airflow and ECU calibration. Expect to see this car carrying PIE Performance Tuning (PPT) upgrades when it returns to these pages in the near future.

"Good service history from recognised specialists or Porsche Centres is essential," Chris warns. "The last thing you want is to secure a bargain Porsche,

only to be faced with urgent remedial working costing thousands of pounds. If buying privately, a pre-purchase inspection is essential. A trusted dealer will have carried out this work and should be able to present you with the car's clean bill of health before you part with your hard-earned cash."

Jamie Tyler, sales executive at Mayfield-based Porsche indie, Paragon (paragongb.com), agrees with Chris's assessment of the entry-level 981. "In either Boxster or Cayman guise, the 2.7-litre 981 is a good buy for 2024," he says. "As the threat of electrification looms ever larger, normally aspirated 981s appeal to the senses in a way 'white goods' can't. The exhaust note alone gives buyers plenty to smile about."

By the time of the 981-generation

Above All our experts agreed the entry-level 981 is an excellent buy and, despite its advancing years, feels modern, even by today's standards



IF THE BUDGET STRETCHES...



Boxster's arrival in 2012, Porsche's calculated merging of 911 and Boxster assembly lines as a means of radically cutting the cost of vehicle production and, crucially, helping the company to return to financial stability was less pronounced. Some still saw the 986 and the 987 as much 'lesser' than the 911, but with the 981 (and certainly by the time of 981 Spyder and Cayman GT4 production), the Boxster finally branched out on its own.

When the 991 was released at the back end of 2011, 911 ownership was immediately opened up to a much wider audience, now encompassing those with little experience of time in charge of a sports car. Increased accessibility was chiefly down to a higher number of driver aids, including electronically assisted steering — where the 997 and earlier 911s would punish their driver for not concentrating, the 991 made allowances. Purists didn't see this as a positive

character trait, but it was one which saw the 991 find favour with a new sales audience and go on to become the most successful of all 911s.

The same computerised trickery, including an electronically linked parking brake, was carried over to the 981 Boxster, which inherited many of its looks from the 991 and the 918 plug-in hybrid supercar. A 4.6-inch full-colour TFT touchscreen sat proud in the centre of the dash, while a variety of sensors around the host Boxster relayed live operating information (engine temperature, oil temperature, oil pressure and many other measurements) back to the driver in a clear, concise manner.

Where the 2.5-litre 986 Boxster was criticised for feeling underpowered, the 2.7-litre 981 feels altogether sprightly. Perhaps this is down to the car's low body weight, its low drag coefficient or the fact its engine is, in fact, a scaled down version of the 3.4-litre lump found

in the 981 Boxster S? Whatever the reason, the 981's high-end trim, amazing overall specification and glorious looks make the model feel anything but entry-level. Surely there's a catch?

"Not really," Chris shrugs. "By the time the 981 was ready for release, Porsche had refined and improved the Boxster concept to the point it was, in many respects, more simplified than before." The model's retractable roof is a prime example of what he's talking about. "Previous Boxsters featured a clam shell, which should sit flush when the roof is hidden within. If the part's gear mechanism isn't lubricated sufficiently, the clam top won't shut properly and may sit proud. In contrast, the 981's roof folds into the back of the cabin. It's a more straightforward and more efficient system with no problems to report."

At the upper end of the 981 price scale sits the Spyder and GT4, but does triple the spend mean triple the fun? ●

Right Spyder and GT4 are on the wish lists of many Porsche enthusiasts, offering amazing driving dynamics at half the price of a GT-badged 911 of similar vintage



FROM
£45k

987 CAYMAN R

Earlier in this magazine, we waxed lyrical about the 987 Cayman S Sport, a little-known model outshone by the later 987 Cayman R. Both cars are brilliant, and though we've sung the praises of the S Sport, many of the experts we spoke to included the R on their list of 2024's best buys.

"It's the predecessor to the 981 Cayman GT4," says Simon Ainscow at Cheshire Sport Classics, "but in the hands of even a half-capable driver, there isn't much between these cars. The value of the Cayman R has never really dropped below where it sits right now, which is a sign of how highly regarded this flavour of 987 is among driving enthusiasts. Good examples with low mileage can be bought for forty-five grand, maybe less, and I have no doubt the Cayman R will see a huge increase in popularity when the Boxster and Cayman production lines switch to full electrification, as Porsche has been promising for some time."

Many of you might think the Cayman R is too track oriented to make it suitable for a road car. Simon takes issue with this train of thought. "Of course, this particular Cayman is hugely capable on a race track, but Porsche was clever enough to ensure it performs brilliantly on the road, too."

Introduced as a run-out 987 in 2011, the Cayman R was assembled with a host of handling upgrades and boasted kerb weight some fifty-five kilograms lower than the second-generation 987 Cayman S (on which the R was based). This was

achieved by way of a mish-mash of parts borrowed from various models in the contemporary Porsche product range. For example, the R's carbon-fibre seats were lovingly borrowed from the 997 GT2, its aluminium doors were sourced from the 997 GT3 and its lightweight nineteen-inch wheels were shared with the 987 Boxster Spyder. RS-style fabric pulls replaced interior door handles.

Removal of in-car entertainment equipment also contributed to weight loss, as did an air-conditioning delete, although both could be reinstated by request. This is an important point for anyone considering using a Cayman R as a street machine — it might be worth holding out for an example with these useful creature comforts.

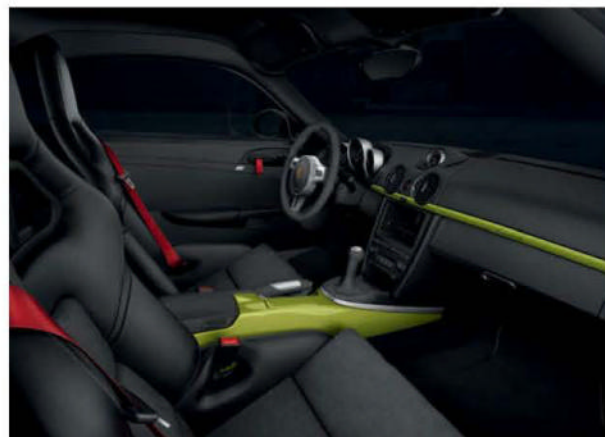
Carbon spoilers, lowered suspension and the choice of either a six-speed manual or seven-speed PDK transmission form part of the package, as does 326bhp from the R's 3.4-litre direct injection flat-six. Porsche claimed torque of 273lb-ft at 4,750rpm, as well as a five-second sprint to 62mph from a standing start, reducing to 4.7 seconds with PDK and Sport Chrono's accompanying launch control activated. With 175mph on tap, Cayman R owners are hardly left wanting.

"Contrary to what the car's trackday credentials might suggest, this is a wonderful Porsche for the road," smiles 911 Virgin's Tom Harris. "The size of the 987 is perfect, whereas the 981 seems bloated by comparison. The Cayman R is such a well-balanced machine and provides amazing turn-in. My advice

is to hold out for an example **with air-conditioning**, a manual gearbox, carbon-fibre bucket seats and sports exhaust. These options will increase the car's desirability at the point of resale, thereby protecting your investment." He adds a note of caution. "Don't lose sight of the fact this is a Porsche more than a decade old. Coolant pipes, brake lines, exhaust fixings and suspension bushes will be coming to the end of their service life. If they haven't been changed, consider the cost of replacing them before agreeing a purchase price."

Fundamentally superior to a 997 Carrera S, the Cayman R has gone down in history as the ultimate 987. Unfortunately, production numbers are low: just 1,621 units were manufactured, with only 220 making their way to the UK. Less than half this allocation are equipped with manual transmission. In other words, the biggest problem you'll face with the Cayman R is finding one to buy in the first place. ●

Below Peridot Green Metallic was one of five standard colours for the Cayman R, the others being Guards Red, Carrara White, Speed Yellow and moody solid Black



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FROM
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CARRERA 3.2

The Carrera 3.2 is arguably the greatest incarnation of Porsche's air-cooled sports car icon. A big step forward from the SC it superseded, the new and improved 911 was still very much an analogue sports car, bereft of driver aids and powered by the traditional air-cooled flat-six. It was, of course, based on the 'impact bumper' G-series body introduced a decade earlier, yet the Carrera 3.2's familiar shape and galvanised exterior panels clothed a substantial evolution in the long-running 911 story.

The Carrera 3.2 was available from day one in coupé, Targa and Cabriolet body styles. It marked the first time *Carrera* script had appeared on a 911 since 1977, but the biggest change was hinted at in the new car's designation: the Carrera 3.2 made use of a 3,164cc flat-six, which Porsche claimed was eighty percent new. The higher displacement was arrived at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 911 Turbo's 74.4mm crankshaft stroke, along with compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability. New airflow pipework joined the party.

Power was up to 231bhp, with 209lb-ft torque delivered at 4,800rpm. This was the most powerful normally aspirated 911 to date, managing the sprint to 60mph from rest in 6.1 seconds, racking up top speed of 152mph. The

first production 911 to feature an ECU controlling ignition and fuel systems, the Carrera 3.2 achieved the dash to 100mph from a standing start in just 13.6 seconds. At a stroke, with performance nipping at the heels of the original 911 Turbo of 1974, the 'regular' 911 had gone from sports car to junior supercar.

"The Carrera 3.2 has enjoyed something of a renaissance in recent years," reflects Tom Harris at 911 Virgin. "The 964 and 993 are obviously great air-cooled 911s, but sharp increases in the values of these cars has pushed them beyond the reach of many enthusiasts. Buyers are therefore revisiting the Carrera 3.2. Thankfully, production levels were relatively high, meaning there are many Carrera 3.2s to choose from."

Despite being assembled with galvanised body panels, rust is the

G-series 911's biggest enemy. "The Carrera 3.2 is a sound buy, as long as you're satisfied the example you're looking at is solid," Tom stresses. "The sought-after G50 gearbox was an improvement over the Type 915 unit, but it's important to recognise no two air-cooled 911s of the same generation are equal — a good 915 is better than an average G50. My advice is to buy the best-condition Carrera 3.2 you can afford, rather than focusing on specification."

For 1986, all Carrera 3.2s received a redesigned dashboard with larger air-conditioning vents, while the front seats were lowered by twenty millimetres and boasted increased fore and travel. Central locking became standard equipment and, pleasingly, all cars were fitted with the Turbo Look kit, referred to as Carrera with Sport Equipment in the UK. ●

Above Fuchs wheels were initially offered as an optional extra, while an air dam and integrated fog lamps appeared at the nose





FROM
£75k

Below It might be at the upper end of many buyer's budgets, but is the original 991 Turbo the best-value used Porsche available to buy in 2024?

991.1 TURBO

Rob Langley, head of Chichester-based Porsche sales centre, Harbour Cars, looks pensive. "In a normal sales year, it is very difficult to predict which Porsches will increase in value," he says. "I anticipate 2024 being even more tricky to navigate. Put it this way, I'd be surprised if any Porsche legacy models go up in value between now and the end of next year."

With this in mind, he says there are great deals to be had on certain cars,

not least the first-generation 911 Turbo. "An incredible Porsche," he says. "It's also largely overlooked, which makes it a great buy for anyone looking to secure 911 ownership with a budget of between seventy-five and eighty thousand pounds. Put it this way, a new 992 Turbo will set you back £150k, whereas an early 991 Turbo can be yours for half. Compared to other sports cars in the same price range, this is an amazing buy. There was a time in the not-too-distant past when the 996 Turbo and 997 Turbo were extraordinarily good value for money. Prices of both

models have increased. I'm not denying the 997 Turbo is still a good buy, but unlike the first 991 Turbo, it no longer stands out against the range of sports cars available at its price point."

Over at Seacoast Specialist Cars in New Hampshire, Tom Vagi is equally enthusiastic about the first-generation 991 Turbo, but offers an alternative for buyers whose budgets won't stretch to forced induction. "In my opinion, the early 991 Carrera S is the very best 911 to live with daily. It's hugely comfortable, supremely reliable, fast, looks great and, thanks to a long wheelbase and a spacious cabin, is perfect for long road trips. Admittedly, from 991 production onward, the 911 has become more of a GT than what you'd traditionally consider a true sports car, and I'm the first to admit a modern Cayman is an excellent choice as an everyday Porsche, but I maintain the first-generation 991 Carrera S is pick of the bunch, especially if you prefer 911s without the aid of turbochargers."

He echoes sentiment voiced by other industry experts quoted in this article. "The market has definitely softened," he reasons. "Reassuringly, demand for used Porsches remains strong, but buying behaviour is nowhere near as feverish as we observed in the preceding couple of years." Like we said earlier, 2024 presents a buyer's market. Go bag a bargain. ●



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2024's BEST BUYS



TWICE THE JOY

The first-generation Boxster remains the Porsche scene's best buy, but did you know £1,500 is enough to secure 986 ownership? In this article, we prove the point by telling the story of how 911 & Porsche World reader, Jan Frickel, came to own two very different examples of the inimitable Stuttgart-crested, mid-engined, two-seater drop-top...

Words **Richard Roberts** Photography **Adrian Brannan**

The 986 Boxster is often vaunted as the car responsible for saving Porsche, a company finding itself in a dire financial position back in the early 1990s. The brand's product line-up consisted of the expensive and low-volume 964-generation 911, the poor-selling 928 and the 968, which was a 944 facelift with so many changes it ended up coining its own model designation. What Porsche needed was a cheaper, entry-level sports car to sell in high volume. Despite there being a raft of popular roadsters already in production by various big-name manufacturers, Porsche took the fight to the Mazda MX-5/Miata, BMW Z3, Mercedes-Benz SLK, MG MGF and Alfa Romeo Spider with the 986 Boxster.

The Boxster concept was first shown at the 1993 Detroit Motor Show. It took styling cues from the 550 Spyder and, of course, the 911. The 986 arriving in dealer showrooms four years later had the DNA of the Detroit concept car, but gone were the sill-mounted air vents, large hood cover and small rear lights. As concepts versus production models go, however, the 968 was pretty close.

When it came to reducing production costs, Porsche took lessons from Toyota — component sharing across models was key to success. To this end, the Boxster shared a number of parts with its bigger brother, the 996-generation 911. Note the bonnet, wings, doors, some interior components and, of course, the love-it-or-loathe-it 'fried egg' headlamp design common across both models. Suspension was independent in each corner, with MacPherson

struts up front. A trick electric spoiler automatically raised at 75mph and dropped again at 50mph.

At a smidge under £35,000, the 986 wasn't cheap — about twenty percent more expensive than an SLK Kompressor or Z3 2.8 — but it was about half the asking price of the contemporary 911. As we all know, Porsche ended up selling Boxsters by the bucketload, with UK

testers criticising sluggish shifting and somewhat unpredictable ratio selections in automatic drive mode. Whilst Tiptronic took its toll on performance, however, it came with manual override functionality, allowing gear changes via buttons mounted on the steering wheel. This was years before the arrival of paddle shifters, when cog-swapping buttons promised drivers F1-style thrills on the public highway.

Period road tests were uniform in their praise for the M96's howl, especially above 5,000rpm. Reviewers also hailed the Boxster's impressive level of

A QUICK SEARCH IN THIS MAGAZINE'S CLASSIFIEDS SHOWS FIRST-GENERATION BOXSTERS RANGING FROM £3,500 TO NEAR £20,000

sales beginning in 1997. To put this into context, Porsche's total global sales in 1992 amounted to approximately fifteen thousand cars. Compare this to the 164,874 first-generation Boxsters assembled between 1997 and 2004. Fifty-five thousand units found homes in the first model year alone. The 986 was nothing short of a game changer.

Initial expectations suggested the model would be powered by a four-cylinder engine, but it arrived with a downsized version of the then new water-cooled M96 twenty-four-valve flat-six designed for the 996. In 2.5-litre trim, the engine delivered 201bhp at 6,000rpm and 180lb-ft at 4,500rpm. This was the same power output of the 1983 911 and only a few ponies short of the ubiquitous Ford Sierra RS Cosworth and Vauxhall Cavalier Turbo.

The 986 could be ordered with either a five-speed manual gearbox or five-speed semi-automatic Tiptronic transmission. The manual allowed the dash from rest to 62mph in 6.7 seconds, romping on to 149mph flat-out. The Tiptronic system added a second to the same sprint and didn't have the greatest reviews, with

grip and predictable handling, even in damp conditions. The overwhelming feedback, though, was that the 986 chassis could handle more power. Porsche listened and, in 1999, increased displacement to 2.7 litres. Bigger capacity came with a hike in horsepower, totalling 217bhp. The new-to-market 3.2-litre Boxster S, meanwhile, offered 247bhp on tap, along with bigger wheels, brakes and uprated suspension.

JUMP THE SHARK

Boxster production started at the old 928 factory in Stuttgart, but in 1999, Porsche moved assembly to Valmet Automotive's plant in Finland. 986s produced in this northern corner of Europe can be identified with the letter U as the eleventh character of their VIN, where S is used to denote German Boxsters. It's also worth noting, S models gained a double-skinned roof. 2.7-litre Boxsters got the same a year later, along with a new side-impact protection system.

The 2002 986 facelift was relatively minor. New wheel designs, a reshaped bumper, a glovebox and the use of glass (instead of plastic) for the rear

Facing page The 986 Boxster remains the most affordable route into Porsche ownership, but be mindful of changes in specification between model years if you're hoping to swap parts between cars



screen were key features. The facelift gave a hike in power from 217bhp to 222bhp for the 2.7-litre 986 and 247bhp to 254bhp for the S. Production finally ended in 2004, marking the arrival of the 987-generation Boxster and, not long after, the first appearance of the hugely popular Cayman.

Fast-forward to 2023 and the first-generation Boxster appears to be something of a bargain. There are plenty of surviving examples out there to choose from, but there's also massive variation in asking price between cars, even those manufactured during the same year and carrying the same (if not, very similar) specification. There is good reason for this: the high volume of 986s produced has encouraged big depreciation, resulting in many cars dropping out of specialist care. A quick search in this magazine's classifieds shows first-gen Boxsters ranging from £3,500 to near £20,000. There are many single-owner 986s out there, but a fair few have been in the custody of seven or more. This isn't unusual for a sports car finding favour when its owner's funds allow, before being punted on as mortgages and families get in the way.

Whilst low-priced 986s represent good value, there's much for the potential purchaser to consider. Buying any used sports or high-performance car should come only after inspection for accident damage and, of course, proof regular

servicing has taken place. The 986, however, requires additional scrutiny — we all know about M96/M97 horror stories, the result of forum post upon forum post concerning intermediate shaft (IMS) bearing failure and rear main seal (RMS) oil leaks, as well as cracking and scoring of the cylinder bores.

A huge amount has been written about these complaints, meaning I'm not going to repeat it all here. Suffice to say, even the youngest 986 is getting on for twenty years old — if the car has made it this far, then it is unlikely to have suffered major engine maladies, unless it has covered very low mileage or has been subject to infrequent servicing. Cracking cylinder bores are a very rare occurrence and, in truth, affected engines have most likely been corrected or replaced under warranty. If there's no evidence of RMS or IMS replacement, then it can be done at the same time as clutch replacement and will help with resale value. Bore scoring isn't common on the 2.5-litre and 2.7-litre 986, but the problem starts at the bottom of the bores, which is why the result of a check shouldn't be read as gospel if inspection has taken place via the spark plug openings.

Time is unlikely to have been kind to cooling and air-conditioning radiators susceptible to damage from dirt and debris collected through the front bumper intake apertures. Zunsport grilles will add much needed protection.

The air-conditioning system itself features long pipes running to the engine bay. They can suffer damage from the impact of objects in the road or, more often, as a result of inappropriate jacking. The parts aren't massively expensive and it's a relatively straightforward DIY job, apart from recharging the system. It's also worth paying attention to coolant pipe jubilee clips. Originals will be susceptible to failure through corrosion. It costs just a few pounds to replace them. Compare

Above Jan bought what's thought to be the UK's cheapest 986, though plans to transplant its engine into the Boxster you see here fell flat



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this to the price of an engine rebuild if the host Boxster's flat-six gets cooked.

One of the main allures of the 986 is the mid-engined model's sweet handling, but the suspension on many early Boxsters will now be far beyond its best. Broken coil springs and leaking dampers will be obvious faults, but listen out for clunking noises over bumps in the road, a surefire indication of worn bushes and, most likely, ball joints. You won't be able to tell how just much play is in these components without raising the car in the air for inspection, but as a rule, if you can detect a knock over sleeping policemen, then assume the bushes are done-for. Factor in the cost of a suspension refresh (control arms, drop links, ball joints, bushes and fresh alignment) into the price you're prepared to pay for the Boxster you're thinking about buying.

FALSE PRIDE

All of this brings me back to where I started 1,500 words ago. How cheap is a cheap Boxster? *911 & Porsche World* readers who frequent YouTube may have watched a recent video authored by former *Fifth Gear* presenter, Jonny Smith, who paid £1,900 for what he claims to be the UK's cheapest Boxster. Well, dear reader, he is wrong — my good friend, Jan Frickel, recently bought a 986 for £1,500. And yes, it was complete and running. It also came accompanied with a pile of parts sourced from specialist Porsche breaker, Steve Strange.

Jan is a serial sports car owner and

runs Don Barrow Rally Navigation, a company specialising in the sale and installation of navigation equipment for competition cars. He has a few projects on the go, including rally cars of the Mk1 Ford Escort Mexico and supercharged Mini varieties. He hadn't yet owned a Porsche, though. When our mutual friend, Richard Blears, announced he was getting rid of his 986, Jan didn't hesitate to secure ownership.

The 986 in question was manufactured in March 2000 with the 2.7-litre M96 engine and five-speed manual gearbox. Eleven former keepers had covered almost 156,000 miles between them. This is a well-

used Boxster, but crucially, it has been meticulously cared for in its twenty-three years, benefiting from a reconditioned gearbox and, believe or not, a recently appointed brand-new set of genuine Porsche wheels wrapped in N-rated Michelin tyres.

Whilst the car was in Richard's custody, he installed replacement suspension components (more parts sourced from Steve Strange), after which, the car spent time beneath a tarpaulin at the bottom of his yard. This makeshift cover encouraged a build-up of moisture, which hasn't been kind to the paintwork, causing some not-so-micro micro-blisters and cultivating the perfect

Above The 986 was assembled alongside the 996-generation 911 using many of the same parts

Below Side intakes indicate mid-engined configuration





Above The 986 offers a huge amount of car for the money, although exceptional examples are now commanding premium price tags

breeding ground for midges. Jan drove the car to the Don Barrow workshop and set about cleaning it. What emerged is almost unrecognisable from the car he collected that day — the interior, previously damp and dingy, is a nice place to spend time. This is more than be said of the exterior.

The Turd, as this particular Boxster was swiftly named, has had a fair bit of paint during the past two decades, but lacquer peel is affecting the majority of the body's flat surfaces. Jan also detected a questionable repair to the rear quarter. Even so, with minor fettling, the car passed its MOT test with no advisories. I drove it and can confirm it

starts, drives and stops without fault. The handling is pin sharp, the flat-six roar is sublime. What to do about the

THE TURD, BEING A 2000 MODEL, WAS EQUIPPED WITH THE M96.22 FLAT-SIX AND USES VERSION 7.2 OF THE DME ENGINE MANAGEMENT SYSTEM

car's appearance, though? Jan explored a range of options, from a rattle can of clearcoat through to a full repaint in the car's original shade of blue, but the mileage and value of the vehicle didn't warrant high spend. With this in mind, Jan resigned himself to enjoying the car from its cabin only. At this point, I stepped in with what I thought was a brilliant idea.

I happened upon an immaculate 2004 986 Boxster finished in Seal Grey, but missing one very important component:

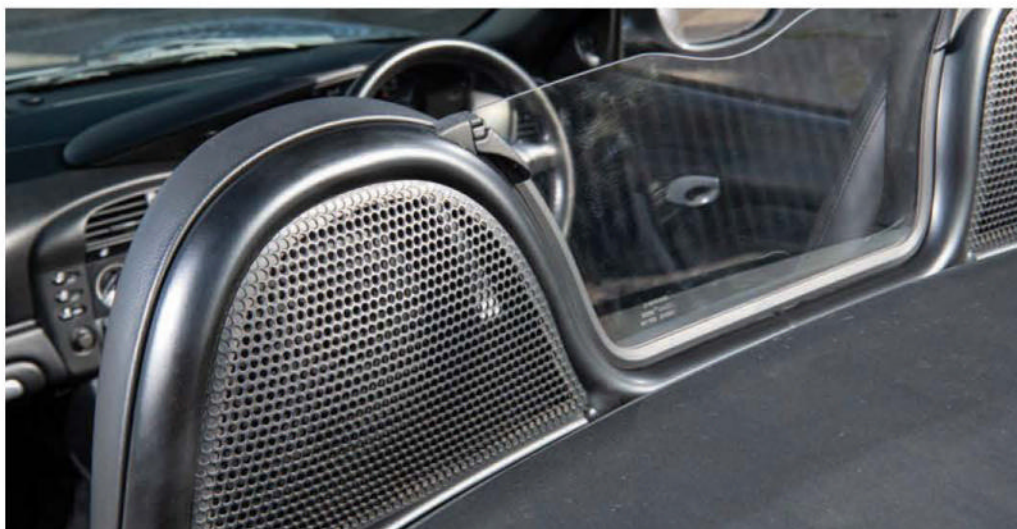
its engine. The owner had carefully removed the poorly 2.7-litre M96 and sent it away for assessment, after which, the unit was condemned for reasons presently

unknown. I can only assume the low value of these cars made a rebuild financially unviable.

MIX AND MATCH

A plan was hatched. I suggested swapping the beautifully running 2.7-litre engine from The Turd into this immaculate, shiny-bodied 986 in need of a flat-six. Genius! A deal was done, Jan collected the second Boxster and then sat down to work out the process of swapping the engine. I can't recall the exact words in the WhatsApp message he sent my way, but trust me when I say they can't be published in a magazine sitting on high street newsstands. A somewhat sanitised way of putting it is to say the pre- and post-facelift 2.7-litre M96 engines are quite different.

The Turd, being a 2000 model, was equipped with the M96.22 flat-six and uses version 7.2 of the DME engine management system. The 2004 986 is powered by the M96.23, with three (as opposed to five) chains and uses updated DME 7.8 with revised Variocam control. The early engine — and the





early Boxster in general — makes little use of the CANbus protocol, whereas the later 986 makes extensive use of it. The upshot of all this is that swapping the earlier engine into the later Boxster would also require wholesale swap of the wiring loom and electronic control units. That was the end of that idea.

Once again, Steve Strange came to the rescue, this time with a replacement M96.23 of correct vintage for the 2004 car. Jan decided to refresh the unit with a new RMS and IMS, choosing the EPS Eternal IMS upgrade, along with the special tool to fit it. Roller bearings are not intended for carrying large axial loads. Similar to failure-prone ball bearings, when cylindrical roller bearings are used for thrust control, the roller becomes compromised due to the limited surface contact area on the sides of the rollers. EPS has patented a system utilising a fifteen-millimetre cylindrical bearing with thrust control, allowing for separation of the axial load from the radial load. This makes full use of the space available and spreads the load over the largest possible area.

Additionally, on account of the company's patented thrust control, the roller is freewheeling, meaning there is no contact on its side — unlike regular

cylindrical bearing solutions, the axis load (thrust control) isn't applied to the rollers. Instead, it is applied to the entire perimeter of the outer face. Essentially, the main advantage of this technology is how the rollers are not loaded from the side. Moreover, the EPS system holds twelve times the load capacity of ball bearings and includes a modification for a forced engine oil feed. Jan confirms the swap was fairly straightforward. To

be perfectly honest, I was expecting it to be a hideously complex process akin to brain surgery and carrying risk of catastrophic engine failure. Not so.

The water pump's bearings felt a little rough, encouraging installation of a new unit. Again, this was easy enough with the engine on Jan's workbench. He also replaced the spark plugs and carried out a borescope inspection. I'm delighted to report this M96 has a clean bill of health.

Above Pretty much a 911 all the way to the rear quarters, but commanding a fraction of the price



11

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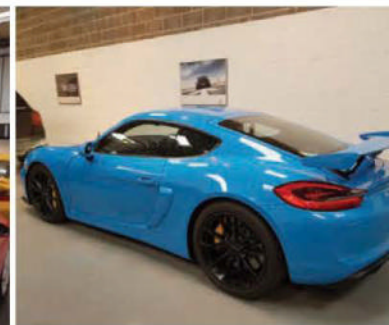
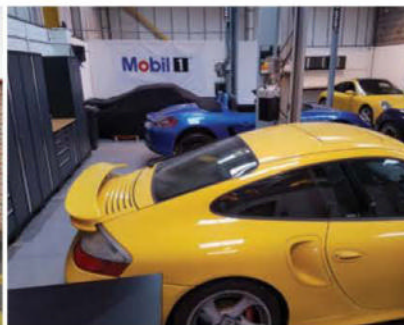
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Facing page The 986 was a runaway success, meaning there are many examples to choose from on today's used car market

One thing he decided not to tackle was a swap of the exhaust headers. He bought a set of stainless manifolds with the intention of changing them before installing the engine in its new home, but one look at the corroded studs made him reconsider. They're known to snap, and whilst a jig is available to help with drill alignment and old stud removal, he decided to leave that little project or future enjoyment. Besides, it's probably easier to do this job with the engine in the car and the vehicle raised in the air, not least because all the studs face downward.

Jan and I found fitting the engine surprisingly easy. Considering my 'contribution' serving as catalyst for the project, helping him with the job was the least I could do. We had the flat-six bolted into the engine bay within an hour. The Turd was available for reference, which made life easier, and the availability of a two-post ramp proved invaluable. Would I want to tackle 986 engine installation with the car on axle stands? It's certainly doable, but it would be a much harder task.

The engine was soon where it should be and ready to fire up. It caught after the first turn of the key and settled into a happy idle. Job done. Since being back together, the car has sailed through an MOT and is in regular use, the only problem being temporary loss of drive caused by low driveshaft torque settings. You guessed it: we hadn't tightened them correctly.

DIFFERENT FLAVOURS

As a consequence of this adventure, Jan is now in possession of two usable Boxsters occupying very different parts of the value spectrum. His early 986 still exhibits a less than desirable aesthetic, but drives really well and goes to show good Boxsters are out there for not much money, especially if you're willing to put up with less than perfect cosmetic condition. A quick flick through online sales and auction websites highlights the availability of many 986s with poor paintwork. Are they worth your hard-earned cash? I guess it depends on what you want from a car. If you're not after a show queen, then such a Porsche provides levels of performance, handling

and epic engine noise you're unlikely to find anywhere else at this price point. It also shows you can run a Boxster on a shoestring budget — new parts are no more expensive than those of a same-age Audi TT, and established Porsche breakers provide a great source of cheap and plentiful spares. Also, considering

THE PRESENCE OF A REPLACEMENT ENGINE MIGHT DETER A PURIST OR TWO, BUT AS OUTLINED EARLIER, THIS FLAT-SIX IS IN PERFECT HEALTH

the juxtaposition of compromised paintwork and perfect mechanical operation, The Turd would make a great track or competition car. I'd be lying if I said I hadn't thought about taking it on.

Jan's Seal Grey Boxster is a different kettle of fish. Granted, the presence of a replacement engine might deter a purist or two, but as outlined earlier, this flat-six is in perfect health and benefits from a replacement IMS, RMS and recent borescope inspection, providing peace of mind. I've not checked whether the car has had any recent suspension work, but it drives beautifully and looks superb. Also, the recent installation of a double-DIN infotainment system from Amazon (using an adapter kit supplied by Car Audio Direct) introduces smartphone connectivity, having a hugely positive impact on the driving experience. Jan has ended up with a great 986 boasting preventative maintenance, all for what you might expect to pay in exchange for a compromised Boxster without the bonus of remedial work.

Obviously, Jan didn't intend to buy two 986s, begging a simple question: was

it worth going to all this effort? When I asked him his view on Boxsters in general, he admitted he can't believe he'd got this far along his motoring journey without ever owning one. What held him back? Assumed expensive running and repair costs, mechanical complexity and difficulty working on an engine hidden amidships. As he has discovered, the reality of Boxster ownership is very different — these cars can be run at low cost without compromising the car, especially if you're handy with a set of spanners.

When buying any Porsche, traditional wisdom is to track down low-mileage, low-owner cars in immaculate condition. There are plenty of those out there, but they command a hefty premium. Allow me to present a different point of view: low mileage isn't a guarantee you're buying a trouble-free Porsche. Besides, low mileage urges you to limit the amount you use a car, potentially restricting the amount of fun you can have with it.

The next few years will see the cheaper end of the market thinning out, especially as a greater number of early Boxsters get broken for parts. Examples in need of work will disappear and prices will start to climb. Don't believe me? Look at what's happened with the values of cars from Porsche's transaxle family of products in recent years. It's tempting to consider visual appeal as the primary factor in determining whether to buy a 986, but I urge you to widen your search and include cars in need of a bit of work. These are the Boxsters offering the very best value for money. ●





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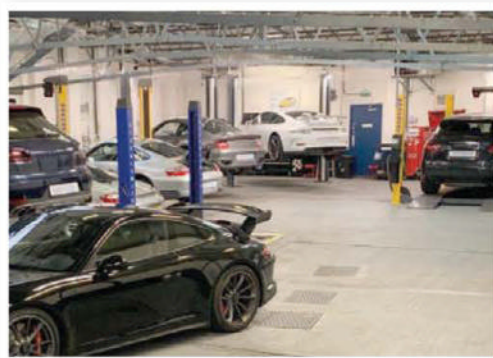
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COVERT OPERATIONS

By paying careful attention to the smallest of details, premium sports car sales specialist, **Alexanders Prestige**, offers a buying experience unlike any other...

Words **Dan Sherwood** Photography **Chris Wallbank**

Step into the sprawling showroom of luxury and performance car sales specialist, Alexanders Prestige, and you're immediately greeted

by a sea of perfect paintwork. Each exquisitely prepared machine sits like a vibrantly coloured jewel on a bed of highly reflective polished porcelain.

Whether your attention is caught by the delivery-mileage Guards Red 991 Speedster or eye-popping Rubystar 992 Turbo

S currently in stock, this glorious feast for the eyes conveys the sense this is no ordinary dealership. This visual stimulus, however, is merely surface deep. A garnish, if you will, disguising the true depth of service Alexanders Prestige offers its clients. It's an experience going beyond the seen and far into the unseen.

Located a few miles off the A1 in Boroughbridge, North Yorkshire, just forty minutes from the bustling metropolises of York and Leeds, the business was established by life-long friends, Alexander Brimelow and Andrew North. You could argue their working partnership began when Alexander brokered his first deal as an entrepreneur

— he sold a boat engine to Andrew, back when the two were teenagers.

Years passed. Alex started his own catering firm, while Andrew joined a local BMW dealership as an apprentice, eventually moving through the ranks to become a member of the management team. While food was literally Alex's bread and butter, however, the motor

passionate professionals, all with the same drive to go above and beyond customer expectation. Needless to say, the talented sales, marketing, accounts, detailing and workshop staff employed at Alexanders Prestige are focused in their goal of delivering perfection every step of the way. "It starts with a process of meticulous vehicle selection," explains

Andrew. "Aside from a select few rare or ultra-exclusive models, the majority of our sales cars are limited to examples no more than five years old.

HIGHLY TRAINED TECHNICIANS GO THROUGH THE CAR WITH A FINE-TOOTH COMB, IDENTIFYING AND CORRECTING ANY ISSUES OR IMPERFECTIONS

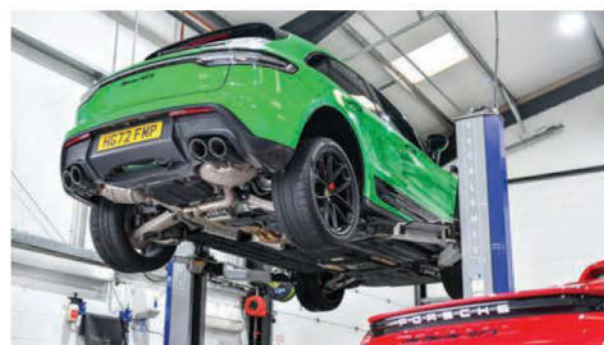
industry was his true calling, leading him to sell the catering outfit before going to work for various leading automotive brands as a sales manager. He and Andrew decided to form a commercial partnership during a drive home from a visit to the Lake District, where they decided to join forces and open a sports car dealership based on the ethos of fastidious attention to detail and a desire to "do things properly". Once back from their trip, they wasted no time in making this dream a reality — in 2005, Alexanders Prestige was born.

What may sound like a simple idea is actually quite complex in its delivery, requiring a dedicated team of

These are acquired exclusively from our network of private enthusiasts and never from auction or trade. This way, we can be sure of the history of a sales car and can confirm genuine low mileage, as well as specification and, importantly, painstaking care in private ownership."

Paint depth is always checked in multiple places to ensure no hidden repairs have taken place, as well as to verify the absence of replacement panels. Of course, this isn't to say a car subjected to non-factory paint is instantly rejected — a bumper professionally sprayed to eradicate stone chips isn't a deal-breaker, but a repair to accident-damaged panels most certainly is.

Facing page The quality of Porsche found at Alexanders Prestige is of the absolute highest standard, whether a 'unicorn' model, such as the 991 Speedster, or one of the Stuttgart brand's popular SUVs





"Everyone working here is a dyed-in-the-wool petrolhead," Andrew assures us. "All of us appreciate the desirability of a genuine, immaculately presented sports car, amounting to the kind we'd like to own ourselves. We settle for nothing less when sourcing vehicles for our discerning customers, providing only the very best examples of a given model."

FORENSIC EXAMINATION

Once a vehicle has been approved for selection, it moves into the company's in-house workshop, where highly trained technicians go through the car with a fine-tooth comb, identifying and correcting any issues or imperfections they find, thus returning the vehicle to as-new condition.

"Our technicians are experienced in the marques we sell, Porsche being the most predominant," Andrew remarks. "This means they are familiar with the potential issues a particular model might present and can catch anything not meeting our high standards. If something is amiss, we will replace the faulty component using only OEM parts, thereby maintaining factory specification."

Once satisfied the mechanicals are perfect and any necessary servicing is complete, Alexanders Prestige subjects its sales cars to an exhaustive cosmetic preparation procedure, which involves

each vehicle entering the in-house bodyshop and detailing studio. This part of the process is focused exclusively on the car's aesthetic and initially involves rectifying any imperfections in paintwork, such as stone chips or minor scratches, by way of fresh paint, which is applied in a state-of-the-art Harry Dalby Genesis HiAir spray booth. The car will then receive a thorough detail from a six-strong valeting team. The work includes a deep cleanse of every surface, both inside and out, as well as the machine

polishing of exterior surfaces to a flawless mirror finish.

"Only when a car has completed this thorough preparation process is it finally ready to be presented to a customer," Andrew continues. "At this point, the car will be in as good, if not better condition than when it was brand-new. In other words, Alexanders Prestige customers can be assured there is no skimping on quality when selecting a pre-loved sports car from our stock list."

Clearly, when it comes to determining

Above Sales cars are subject to a stringent selection process and undergo thorough inspection to ensure they are as good as, if not better, than new

Below The company takes care of all mechanical, diagnostic and paintwork services in-house at its Yorkshire base of operations





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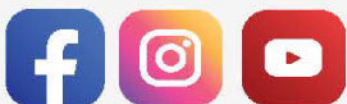
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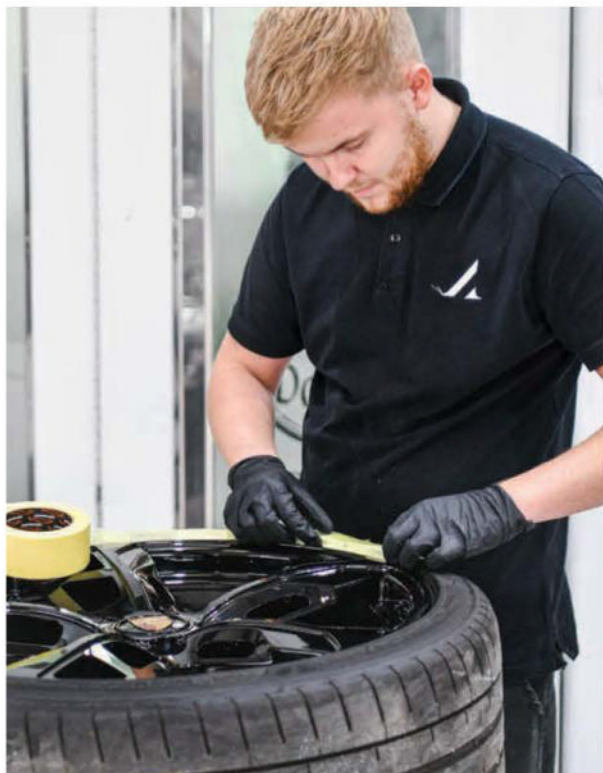


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Above and facing page A friendly welcome and a range of outstanding new and nearly new Porsches await your arrival at the firm's Boroughbridge facility

which cars make it onto the showroom floor, the team goes to great lengths, but for clients with an eye on getting the very best used Porsche for their money, there are certain models Andrew believes should be considered above all others. "The Cayenne Turbo GT is a great choice if you're in the market for a high-performance SUV," he recommends. "Built in limited-volume production during a very short time, this Porsche represents a something of a statement by Porsche before the advent of the new hybrid era. What sets it apart from the

Lamborghini Urus, Mercedes-AMG G63 and other SUVs is in this sector is the Porsche's dynamic superiority. It was, in fact, considered best-in-class at the time

the Porsche delivers an arguably better driving experience."

One key advantage of the Cayenne Turbo GT is its exclusivity, ensuring the

model will always hold strong residual value, making it an enticing proposition for those in search of a luxury SUV offering sports car-like performance and a

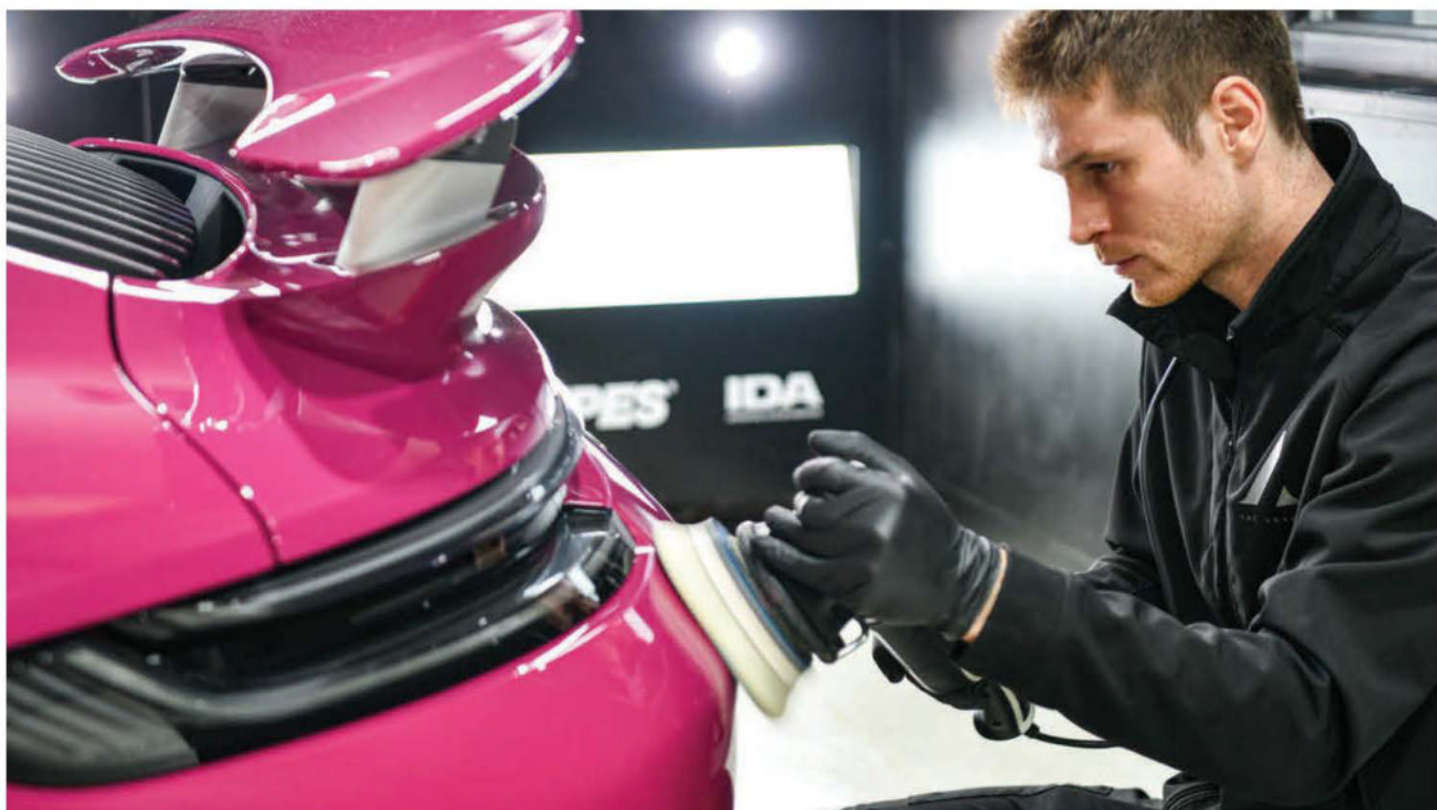
ANDREW'S THIRD TOP TIP FOR PORSCHE OWNERSHIP PRESENTS A MUCH LOWER BARRIER TO ENTRY, WHILST DELIVERING AN IMMENSELY REWARDING DRIVE

of its release and there's no denying the Turbo GT's aesthetic appeal. Moreover, this flavour Cayenne offers incredible value for money against its rivals — while a Urus or G63 might cost up to sixty thousand pounds more than the Cayenne,

decent return on investment. Put simply, if you're conscious of spend, require the practicality of an SUV, but find yourself hankering after a modern sports car, a pre-owned Cayenne Turbo GT is hard to resist in the current climate.

For those who like their thrills closer to the ground, the 992-generation 911 Turbo is another of Andrew's best buys for the year ahead. "In recent years, many new sports cars have been selling for prices well above list value," Andrew attests. "Fast-forward to 2024, and these very same sports cars are becoming available to buy on the used car market. This presents an excellent opportunity for savvy buyers. At the centre of this trend is the 911 Turbo, a consistently impressive model. It's long been the standout choice in the 911 line-up, but now, as the 992 Turbo becomes widely available as a pre-loved Porsche, prices have dropped to what can only be considered excellent





value for money. For example, you can currently buy a two-year-old 911 Turbo for more than fifty thousand pounds less than its original list price."

When looking for a used-but-nearly-new 911, Andrew suggests considering cars with a Porsche Sports Exhaust (PSE) system, providing enhanced driving pleasure. Pay attention to colour, too — less popular choices may affect resale value. Additionally, it's worth holding out for a 992 with the optional Burmester sound system and aero kit. Don't be deterred by the fact these cars may have changed hands several times early in their life, likely a result of speculators dabbling in the market.

The 992 Turbo is indeed a great choice when it comes to buying a nearly new Porsche, but it's one requiring deep pockets, which is why Andrew's third top tip for Porsche ownership in 2024 presents a much lower barrier to entry, whilst delivering an immensely rewarding drive with emphasis on chassis dynamics and positive residual value. "The normally aspirated six-cylinder engine in the 981 Boxster has consistently garnered more desirability than the later turbocharged four-cylinder boxer introduced in the 718. With the automotive landscape shifting toward electric and hybrid powertrains, the allure of internal combustion engines free of forced induction will endure. Even more intriguing is how the 981's

styling ages like fine wine, defying years passed since the model's introduction. This timeless design should encourage prospective buyers to take the leap."

Any car sold by Alexanders Prestige is supplied with a comprehensive warranty. This is provided in addition to any manufacturer guarantee remaining on the vehicle and affords buyers extra reassurance when parting with their cash, even if the Porsche they are purchasing is listed above book price. "As well as being able to offer rare or difficult-to-source cars in a condition often far better than new, we can save our customers the lengthy waiting time they'd otherwise have to endure in advance of getting behind the wheel of their dream drive,"

Andrew reasons. "Obviously, this is why some of our cars command a high premium, as is true of any object subject to the laws of supply and demand." To put this into perspective, if you were to walk into a Porsche dealership and ask to purchase a new 992 GT3, you could easily be looking at a wait time of many years before taking delivery. And this is working on the assumption you can get on the waiting list in the first place — most main dealer allocations are snapped up early or are offered to existing customers, often those who already own a GT model and have a history of trading with the dealership.

Of course, repeat business from valued customers is not solely the preserve of

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main dealers. In fact, Alexanders Prestige goes to great lengths to foster strong relationships with clients far beyond the point of purchase. "Buying a car is just the start," Andrew beams, proudly. "We are able to cater for the buyer's needs long into the future. This can include regular servicing and maintenance, as well as four-wheel laser alignment and bespoke customisation, such as the application of Gtechniq ceramic coatings or Topaz self-healing paint protection films. We also offer an assortment of OEM retrofit upgrades and select aftermarket parts, although we don't get involved with ECU software remapping."

MANY HAPPY RETURNS

Buying a car from Alexanders Prestige and having the team carry out all subsequent work isn't just convenient for the new owner — it also helps secure the very best buy-back price when it comes time to move on or upgrade. "We frequently offer the highest prices applicable to the cars we look after," Andrew tells us. "Obviously, we know these vehicles inside and out and can vouch for the highest standards of servicing and maintenance, meaning we are delighted to offer cars we've

previously sold. This is also a great way for an owner to ensure they retain as much value in their vehicle as possible."

Workshop and bodywork services are not solely the preserve of the company's showroom customers. "They're open to anyone who wants to take advantage of our expertise, no matter what make, model or age of car they own. Additionally, we welcome vehicles from all over the country, partly a consequence of our UK-wide enclosed transport service, enabling us to collect and deliver vehicles either side of work being undertaken." Buyers can also benefit from this useful logistics service by having their purchase delivered anywhere in the country, subject to prior agreement.

"We offer this service to buyers of high-value cars, not limited to our Porsche clients," Andrew stresses. "Bookings are handled in-house. This is just another example of how we go above and beyond client expectation and give our customers the very highest level of service." This dedication to client relations runs through every facet of the organisation, much like the script in a stick of rock. No detail is too small to be considered, whether the customer is likely to notice it or not. This may be

as obvious as perfecting paintwork and ensuring every mechanical component is as good as new, or as minor as polishing a key fob. The intricate details may well go unobserved, but the overall result is one inspiring confidence and trust, cornerstones of the Alexanders Prestige customer experience. It's an approach the company's founders have extended into other areas of their business lives. "In 2010, we formed sister brand, Harvey Cooper Cars, named after our first-born sons, Harvey and Cooper," Andrew smiles. Specialising in cars at the more affordable end of the market, this new enterprise is built on the core values intrinsic to the pair's phenomenal commercial success to date.

As our visit draws to a close, it's apparent anyone in the market for a new Porsche should drop by the firm's surgically clean Boroughbridge showroom and engage in conversation with the friendly sales team. As passionate car connoisseurs, they're only too happy to welcome fellow Porscheophiles into the fold and offer a tour of the showroom and workshops. Who knows? You might even leave with a your next Porsche. We guarantee you'll most certainly want to. ●

Above All cars sold benefit not only from their existing factory warranty, but also a comprehensive guarantee from Alexanders Prestige



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SCAN ME

2024's BEST BUYS

928 GT

Produced for a short time before launch of the 928 GTS, the 928 GT was a more focused land shark than the S4, ditching a degree of creature comfort and supplied only with manual transmission...

Words Dan Furr, Richard Gooding and Shane O'Donoghue Photography Adrian Brannan



The evergreen 911 is coming to the end of its sixtieth anniversary. It's hard to imagine Porsche without the model, but in the late 1970s and early 1980s, it was a distinct possibility. A layout seen by many as increasingly dated encouraged those walking corridors at Zuffenhausen to think about a new flagship Porsche product.

Managing Director, Ernst Fuhrmann, envisaged a 'proper' 2+2 in the form of a grand tourer capable of massive mile munching. This was no reimagining of the 911 — the resulting 'land shark' was the first clean-sheet design for Porsche, and one

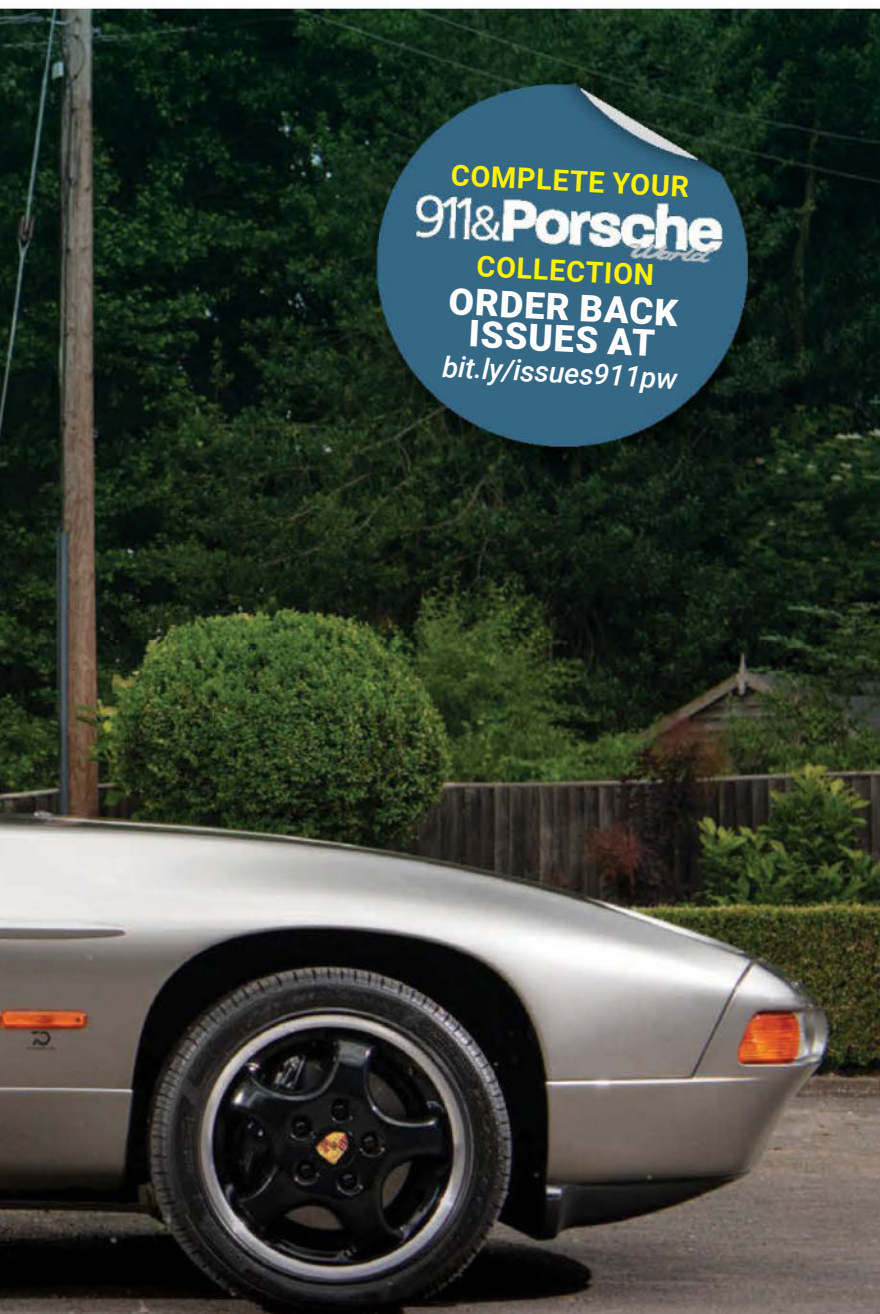
which set the manufacturer's technological beacon shining once again.

Work began in earnest as soon as the project was given the green light. In fact, as early as 1971, factory engineers and draughtsmen began to conceptualise the all-new Porsche. The resulting 928 was intended to pack the luxury of a high-end sedan with the style and performance of a sports coupe. Powerplant and transmission packaging problems ruled out a repeat of the rear-engine format, which promised to play havoc with emissions (a complaint Porsche was trying to address with the 911) in the face of ever-stricter safety legislation in the United States. Primarily due to fears the

928's cabin space would become severely compromised, discussions regarding a mid-engine configuration were also dismissed, leaving a front-engined, rear-wheel drive setup as the preferred solution.

From the get-go, a big engine was planned for the 928. Prototypes were built using a five-litre V8, although Ferdinand Piëch argued the case for a 4.6-litre V10 he envisaged as a product of modifying and merging Audi inline-fives. He was outvoted by those occupying seats on the Porsche board — the 928 would land in dealer showrooms with a bespoke 4.5-litre V8 sitting beneath its long bonnet.

The covers were pulled off the new car at the 1977 Geneva Motor Show. Compared



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to previous Porsches (even the four-cylinder 924, which leapfrogged launch of the 928), Wolfgang Mobius's design looked as though it had arrived on Earth from another planet. The gorgeously curved front-end and bulbous rear hinted at the mechanical layout within, and while pop-up headlights would go on to become a popular feature of Porsche products, they were celebrated for aiding the 928's aero efficiency.

A succession of technological improvements and engine upgrades occurred throughout the 1980s. By 1989, the 928 made a concession to the increasingly digital age with the

introduction of a funky trip computer. The GT also debuted. Replacing both the short-lived CS and SE, this new 326bhp 928 was more driver focused, a fact highlighted by the use of a ZF forty-percent limited-slip differential. Just like the CS and SE, the GT was only offered with manual transmission. Technology from other Porsches was carried over, too — the supercar-baiting 959's tyre pressure monitoring system and a variable ratio (zero to one hundred percent) Porsche Sperr Differential (PSD) was fitted in 1990.

In this article, we highlight what to look out for when buying a 928 GT.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 928 GT you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification sticker located under the carpet atop the fuel tank. Lift the bonnet and you'll also find the VIN stamped into an identification plaque located on the offside inner wing. Elsewhere on the V5 document, you'll see the engine number. Make sure this matches what's stamped into the identity tab visible top-front on the GT's five-litre V8.

Spend a couple of quid at mycarcheck.com, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at bit.ly/dvlamot. The service will return all test passes, failures and advisories registered as far back as electronic records are stored, which is helpful in identifying any ongoing mechanical or safety issues. If you have the V5 document number at your disposal, you can even see which test centre carried out each inspection.

Damage may have been inflicted upon any 928 GT driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Thankfully, the 928 isn't exactly known for being a trackday regular, meaning incident of this nature is unlikely, but it pays to be prudent. After all, Porsche body repairs shouldn't be done on the cheap. Ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used Porsche. These cars need to be maintained by specialists with depth of model knowledge, especially when the car in question is as unique as the 928 GT. General service garages are not likely to know the ins and outs of the model's mechanicals or electrics. Moreover, servicing at a general garage is a clear indication the seller (or previous owner) has skimmed on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale time. It is far better for you to buy a car which has been looked after by a specialist well-versed in 928 care. Don't be afraid to walk away and begin your search for a GT afresh, however frustrating it might seem.

Pay attention to the most recent paperwork in the car's history file. This should indicate which jobs are imminent, affording you the opportunity to negotiate a lower purchase price. Take advantage of the Suncoast Part VIN decoder (bit.ly/suncoastdecoder), which will provide you with a Porsche-specific build sheet in exchange for \$10. This useful document will let you know the car's original date of purchase, warranty data and details of all included standard and individual equipment fitted at the factory.

ENGINE AND COOLING

Whichever flavour of 928 you prefer, the health of the big V8 is paramount. Getting it checked by a specialist is money well spent. Solid service history is equally crucial. Poor running caused by fuel/ignition maladies could see repair costs escalate alarmingly. One specialist we spoke to pointed out how diagnosis and repair of the systems used during 928 GT production can be problematic due to the specialist skills required and an apparent lack of parts. Easier to sort is a vibration at idle caused by engine mounts being past their best. They're a couple of hundred quid each.

The GT's cooling system needs to be spot-on. An overhaul is pricey, but renewed interest in all 928s has seen an increase in the number of parts being developed on the aftermarket, somewhat softening the financial blow. CSF, for example, has designed and manufactured a two-cooler aluminium radiator to fit all 928s, with or without oil and transmission coolers. Exactly the same size as the factory radiator, CSF's part requires no modification to the host GT.



Fresh coolant is required at least every four years to protect the all-aluminium V8 from internal corrosion. The cambelt needs replacing every four years or 60,000 miles, as does the water pump. The work must be carried out by someone who knows what they're doing — while valves and pistons won't meet should the belt break on a 4.5-litre 928 engine, they will on later models.

As a development of the 928 S4's over-engineered and under-stressed thirty-two-valve five-litre V8, the GT's beating heart develops 326bhp, ten ponies up on the S4. It's a strong unit. Most problems occur through user error or neglect. Fluid leaks are rare, but check the condition of the oil and coolant anyway — a 928 running an incorrect mixture of water and antifreeze will encourage head gasket failure. Check for white smoke from the rear, but don't be alarmed to see this on start-up. It's likely evaporating moisture in the exhaust system from where the car has been awaiting your arrival.

During the brief couple of years of 928 GT production, improvements were made to cylinder head cooling, the steering rack, power steering pump and soundproofing. Coinciding with model launch, a then new 928 ignition control circuit monitoring system automatically halted the supply of petrol to a failed ignition module in a bid to avoid unburned fuel being dumped into the exhaust and catching fire in the catalysts. Loss of power and lumpy idle are symptoms of a duff coil and the monitoring system taking action, but the same conditions might indicate the system's relay has failed. Diagnosis is straightforward (there are many guides published online), but the exhaust system temperature sensors feeding the relay should also be inspected.



TRANSMISSION AND SUSPENSION

The 928 GT was designed to be more driver-focused than the luxury-laden 928 S4, perhaps even suitable for trackdays, which is why a manual transmission and limited-slip differential was standard equipment. Initially, a ZF forty-percent limited-slipper was fitted, but a year into production, Porsche swapped this unit with its patented variable ratio Porsche Sperr Differential (PSD). Designed to give the GT increased grip, particularly during hard cornering at a race circuit, the system mimics similar technology fitted as standard equipment to the 959. Coinciding with rollout of PSD for the GT, manual transmission was removed as an option for the 928 S4.

The GT's suspension is more or less the same as that of the S4. You won't have any trouble finding replacement parts. The 928's celebrated transaxle arrangement (engine at the front, transmission at the rear) results in near perfect 50/50 weight distribution, making the GT one of the best-handling Porsches, as can be said of all cars from the brand's transaxle family of products. Independent suspension features in each corner.

The car's back end is bolstered by the famous Weissach rear axle. In short, this is a passive rear-wheel steering system increasing stability during turn-in by eliminating oversteer during cornering. Fortunately, it's a maintenance-free system. Hydraulic damping and well-engineered rubber bushes keep vibration to a minimum, but there's always the risk of wear and tear as the parts deteriorate with age — keep an ear out for knocks over uneven road surfaces and speed bumps.





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INTERIOR

From 1989, 928 dash clocks featured a digital display providing important driver information, such as service interval alerts and error messages. In fact, the dash clock cluster is littered with more than twenty warning bulbs letting you know if anything is amiss. Blackpool illuminations spring to mind.

The 928 may have become increasingly more refined as the years rolled by, but its interior design remained largely unchanged from the earliest cars of the late 1970s through to the very last GTS in 1995. The same Fisher Price-style control knobs sit each side of the steering wheel, while the dashboard contours at each end, its shape continuing into the door cards. 928 interior design is masterclass in sports car cabin ergonomics and one of the model's most celebrated features, presumably why Porsche left well alone.



As is the case with all 928s, the GT's seats are amazingly comfortable. Modern car care products make it possible for visibly damaged leather to be brought back to life without the need for a retrim, but look out for wear on seat bolsters, side cushions (where occupants have dragged their butts) and steering wheel discolouration, which might command a fair chunk of labour to put right. It's also worth noting the GT's cabin is louder than that of the S4 and the later GTS, chiefly as a result of less soundproofing, one of a handful of measures Porsche exercised to make the GT lighter than the S4. Even so, you're looking at a car built more than three decades ago, so expect the occasional rattle or creak from loose interior fixtures and fittings.

A warning light shows up on the dash when the PSD differential is active. Don't confuse this with indication of error, although your driving style may be at fault! A change of gearbox and differential fluid will improve system operation.



AVAILABILITY AND PRICE

When on the hunt for a 928 GT, the first thing to be aware of is this land shark's scarcity. Granted, there always seems to be one or two GTs being offered for sale privately, but just 2,078 examples were manufactured between the back end of 1989 and 1991, almost a third fewer than the more famous 928 GTS and only a fraction of the 15,682 928 S4s assembled between 1987 and 1991. With this in mind, you might feel somewhat backed into a corner by a limited selection of cars. Our advice is to sign up to owners club forums, as well as 928 Facebook groups, and make your desire for a GT known. Not only will this attract owners keen to part with their cars, but there's a strong chance GTs presented as available for purchase will be known to the club you've appealed to — 928 enthusiast networks are excellent resources for parts and advice.

A quick scan online presented us with an exceptional 1991 Guards Red 928 GT with a remarkable 26,000 miles from new. Priced at £65k, this is the absolute top end of the 928 price scale, but demonstrates a minter can be bought for less than the cost of a ropery 964-generation 911.





OWNER EXPERIENCE

If the 928 GT on these pages looks familiar, you may have seen it at the NEC Classic Car Show back in 2018, when it was presented by Porsche Cars Great Britain as part of a fleet of the manufacturer's legacy models painstakingly restored to mark the brand's seventieth anniversary. All cars, including a series of ten 986 Boxsters, a 924 Turbo, a 944 Turbo, a 911 SC, a 968 Sport and Carreras of the 964 and 993 variety, were offered for sale, which is where serial Porsche owner, Paul Miles, founder of high-performance workshop and garage flooring specialist, Nufloor Polymers (nufloorpolymers.co.uk), enters the story, as he explains.

"I bought the car pretty much on first sight," he laughs. "I was seriously taken with it and reasoned the restoration must have resulted in a GT as close to a new 928 as I'm ever likely to encounter. Jay Kay from Jamiroquai was also considering taking ownership. He asked me what I thought of the restoration. My answer came in the form of a five-grand deposit laid down before leaving Porsche's exhibition stand!"

Unfortunately, it would be more than a year before Paul saw his new Porsche. "There was a problem sourcing parts for jobs not quite completed before the show. There was also corporate wrangling concerning the sixty

thousand pounds spent on parts during the restoration." Throw in labour charges and it's clear to see total spend was well into six figures. "I finally received the car in late 2019, but noticed a problem with the Liquid Metal paintwork, which is essentially a silver topcoat over base black and was developed for the 918 Spyder hypercar before being used on all of Porsche Cars Great

restoration left me more than a little disappointed, but after Colin's team worked its magic on the electrics, the car performed faultlessly in every department. It really is perfect in every way — it's the as-new 928 I hoped it would be when I first laid eyes on it at the NEC." He's enjoyed plenty of seat time in the car since Ninemeister's work was finished and offers words of advice for

anyone thinking about buying a GT. "These are brilliant cars. The touring qualities, effortless power, huge grip and ample luggage space make the 928 GT perfect for weekends away and road trips, but make sure you avoid any example in need of major work. In my experience,

CONSEQUENTLY, THE 928 WAS RETURNED, STRIPPED, TREATED TO ANOTHER FULL RESPRAY, REASSEMBLED AND DELIVERED BACK TO PAUL'S HOME IN CHESHIRE

Britain's commemorative restorations in 2018."

Consequently, the 928 was returned, stripped, treated to another full respray, reassembled and delivered back to Paul's home in Cheshire.

"At first I was delighted, but it became clear there were loads of electrical problems to contend with. I've owned a few Porsches over the years and always use Warrington-based marque indie, Ninemeister, for servicing and maintenance. I took the 928 to company boss, Colin Belton, who agreed to take on the job of stripping the interior and fixing any duff wiring. New security equipment and upgraded speakers were installed at the same time. To be honest, having to deal with corrective work after a manufacturer

the problem with this breed of Porsche comes down to how far ahead of its time it was — even now, few specialists are adequately versed in the workings of these cars. Making matters worse, parts are becoming increasingly rare. Buy a down-and-out GT and you could be facing astronomical bills. My car was restored by Porsche and I still had to hand it to Ninemeister for correction!"

Paul isn't bitter about the experience. He's now the proud owner of a faultless and unique 928 with amazing provenance, after all. "If you're buying a 928, but can't find a GT, hold out for manual transmission," he says. "Eighty percent of 928s were equipped with automatic gearboxes, but stick shift makes for a spirited land shark."



SECOND COMING

For years, rumours have circulated concerning development of a new 928, but with the Taycan and Panamera both performing the job of a spacious grand tourer, Porsche has no need to reinvent the wheel. Enter Nardone Automotive and its reimagining of the 928 GT.

Company founder, Thierry Nardone, felt the model could be reinterpreted for the modern age. Consequently, following three years of intense development work, he unveiled his reimagining of the 928 GT at Milan Design Week in August 2022. The bodywork, boasting muscular quarters, is made almost entirely from composite materials, while the front and rear lights — the latter owing more than a passing nod to those of the 992 — have also been designed and manufactured specifically for this car. New forged eighteen-inch wheels equipped with sticky Michelin Pilot Sport 5 tyres are a modern interpretation of the 928's 'manhole covers'. The interior, meanwhile, has been completely revised and welcomes Foglizzo leather and Alcantara. Infotainment incorporates Porsche Classic Communication Management (PCCM) linked to high-end supporting audio equipment managed via a custom centre console control panel.

Mechanically, Nardone's take on the GT maintains reliance on the thirty-two-valve five-litre V8, albeit modified. Managed by a standalone ECU and allied to a six-speed manual gearbox bolstered by a modern limited-slip differential, the unit produces a claimed 400bhp. The front and rear axles and spindle have been redesigned, the brakes enlarged and adaptive electric power steering has been introduced, providing variable action according to driving conditions and speed. Production volume has yet to be confirmed, but eight 'launch edition' cars will be available at a price of €480k each, plus donor 928. For further details, visit nardone-automotive.com.

WEISSACH REAR AXLE

The softness of bushings in suspension determines how much the wheels toe-out. It may not be obvious to a casual observer, but even a small angle of toe-out can have a massive effect on the handling of a car. Now consider all this happening when the vehicle is already turned into a corner — picture a situation where the driver needs to adjust the speed of the car mid-corner and backs off the accelerator. Two things happen simultaneously. First, the weight distribution of the car rushes forward, considerably lightening the load on the rear tyres. Second, the rear wheels both toe-out. At this point, there is very little load on the inside rear tyre, meaning its angle doesn't have a strong effect. Hence, the angle of the outside wheel is of utmost importance to the car's stability. It effectively steers the rear of the car toward the outside of the corner in sudden oversteer. It takes a fair degree of skill to predict and react to this behaviour, especially in an emergency situation, where there may be no space on the road to recover the resultant slide.

When it came to developing the 928, what did Porsche's band of talented engineers do to tackle this problem? After all, the phenomenon was not a new one and, while the theory of what was happening was understood, how to get around it was still

PORSCHE QUOTES A WINDOW OF 0.2 SECONDS, BUT DOESN'T EXPAND ON HOW THIS WAS MEASURED BY ITS ENGINEERING TEAM IN THE 1970s

a mystery. Bear in mind how engineering in those days consisted of physical trial and error of components and designs, as opposed to today's on-screen simulations generated by powerful computers.

Porsche set its engineers, Wolfhelm Gorissen, Manfred Bantle and Helmut Flegl, the task of solving the problem. They started by putting together a test mule based on the then relatively new Opel Admiral B, a big, heavy four-door luxury saloon. The Blitz-badged boxy four-door was chosen after Gorissen, Bantle and Flegl came up with the idea of a second 'driver', one who could be responsible for steering the rear axle. The big Opel's rear suspension was replaced with the prototype 928 system, with extra linkages added to allow independent steering of the rear wheels. This was controlled by a second steering wheel, fitted to the rear passenger compartment. The story goes that Bantle drove the vehicle around the skidpan at the Weissach test facility while Walter Näher, an up and coming race engineer, sat in the back and attempted to counteract the lift-off oversteer. After a significant amount of testing, it was discovered that only minute amounts of rear steering (i.e. the toe angle of the rear wheels) was needed to maintain stability, but the change in toe angle had to be really quick in order to be effective. Porsche quotes a window of 0.2 seconds, but doesn't expand on how this was measured by its engineering team in the early 1970s. Presumably, the quoted time would vary depending on the speed of the car.

Regardless, armed with the knowledge that only small amounts of toe change were required, Gorissen's gang set about finding an affordable and compact solution. Hans-Hermann Braess — who went on to head up Porsche's research department following launch of the 928 — is credited with the end result, which is a short extra control link between the lower wishbone and the body-mounted rubber bushing, plus a few tweaks to the placement of the mounting points on the body. You'd barely notice this in a photograph of the suspension, making it all the more elegant. Under braking and deceleration, the extra pivot causes a little toe-in at the rear wheels, and the strength of this effect can be minutely adjusted by the length of the control link, along with the geometry of the rest of the wishbone and its mounting.

"The Weissach axle suddenly gave the 928 much more stable self-steering properties because the car no longer oversteered," recalls Frank Lovis, a Porsche test driver in period. "It didn't make the 928 any faster in curves, but it did make the model much easier to handle, especially for drivers with average skill behind the wheel." Job done, although it took until 1975 before the 928's rear suspension system was signed off and announced to the world as the now-famous Weissach axle. ●

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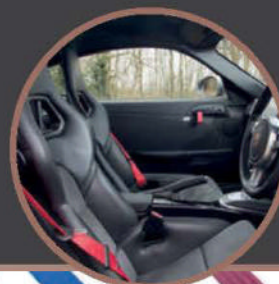
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THINKING BIG

Following on from last month's article highlighting how dropping speed limits from 30mph to 20mph reduces fuel economy and increases emissions, Hartech founder, Baz Hart, explains the thinking behind a patented innovation designed to reduce emissions by twenty-seven percent without sacrificing a combustion engine's performance...

Words Barry Hart Photography Chris Wallbank

Car manufacturers have known for many decades they can make their engines perform with more torque, more power, less emissions and better fuel economy by fitting higher compression pistons. The problem with doing so is the potential to push the engine closer to its limits, encouraging damage and premature failure. For this reason, OEMs equip the powerplants propelling their cars with compression ratio (C/R) suited to reliability, rather than efficiency.

Even so, with very high C/R, an engine would only ever fail when the host vehicle is being driven flat-out on full throttle and in the higher rev range, which would be dangerous and, in all but a tiny number of countries, illegal. Considering the average calculated speed (based on mileages and running hours) of most drivers is close to a surprisingly low 23mph, no damage would occur at lower throttle position and low revs with a higher C/R, but OEMs ignore the benefit of better fuel economy, lower emissions and increased performance in these conditions in order to ensure their engines don't give up the ghost when being driven flat-out, which, with the exception of track day toys, is a condition hardly any are subjected to.

More than ever before, today's automotive landscape dictates OEMs consider the impact of their products on the environment. With this in mind, some manufacturers have experimented with engine designs capable of mechanically altering C/R on the fly to suit different driving conditions. A 'best of both worlds' solution? Variable C/R

engines are, in theory at least, capable of improving fuel economy in the operating conditions they're almost always driven in, whilst performing well and, importantly, safely at full throttle.

Unfortunately, these engines are very expensive to manufacture, leading all but one to be dropped when legislation around the world dictated OEMs focus their attention on electrification, necessitating development and investment in new models, tooling and assembly lines. With these changes came widespread acceptance the

pedal to the ECU through technology similar to that adopted by OEM speed control systems, Hartech's invention replicates the effect of the driver not fully pressing the pedal, even if the opposite is occurring in the cabin.

With existing cars contributing to a reported twenty-five percent of global emissions, our innovation, which we have named Eco-Power, can be applied to the world fleet, reducing emissions to a far higher level and much sooner than other solutions presently being grant-funded. Even so, we have found

it difficult to secure financial support for the project — it seems funding for automotive development outside OEM applications is being diverted away from initiatives

HARTECH'S INVENTION REPLICATES THE EFFECT OF THE DRIVER NOT FULLY PRESSING THE PEDAL, EVEN IF THE OPPOSITE IS OCCURRING

production of internal combustion engines would be phased out.

Working with my talented engineering team, I came upon a discovery enabling Hartech to remanufacture M96 and M97 flat-sixes in a way ensuring each engine can enjoy the benefits of variable C/R, but at little or no additional cost and, crucially, without sacrificing performance. Better still, the design can be applied not only to remanufactured engines, but also to all new internal combustion engines, thereby significantly prolonging the manufacturing life of these units on OEM assembly lines.

Put simply, the solution was to fit very high C/R pistons (working safely in most driving conditions, but, as I touched on earlier, not suited to flat-out engine operation) with provision to prevent damage (when pushed to the limit) by restricting the host vehicle's throttle opening. Achieved by altering the signal from the electronic accelerator

concerned with internal combustion engines. This leaves Hartech in possession of a potentially valuable contribution to reducing greenhouse gases worldwide, but with restricted ability to progress the project — the slow pace of further growth in our studies is dictated by the company's limited research and development funding. Simultaneously, however, we need to protect the investment we've committed to the work thus far.

IN THE BACKGROUND

How did we come by our potentially industry-landscape-changing discovery in the first place? Hartech has been offering its capacity-increased M96 and M97 water-cooled flat-sixes (for 996 and 997-generation 911s, as well as their same-age Boxster/Cayman siblings) alongside standard rebuilds for many years. Ranging from 3.4-litre boxers lifted to 3.7 litres of displacement, all the way to 3.8-litre units raised to 4.1

Facing page Hartech is the world leader in the remanufacturing of Porsche M96 and M97 engines



litres, these remanufactured 'oversized' engines have rewarded their owners with significantly improved drivability, enhanced responsiveness and better performance. As a case in point, Hartech flat-sixes increased from 3.6 litres of swept capacity to 3.9 litres generate approximately twenty-five percent better torque. As we all know, it's torque which is more relevant for acceleration and, ultimately, what a driver 'feels' when putting the pedal to the metal.

Somewhat unexpectedly, however, we began receiving reports from owners announcing their oversized flat-sixes were delivering between ten and fifteen percent improved fuel economy. Some even claimed improvements getting on for double those figures. And these customers weren't driving conservatively.

It became clear Hartech's capacity-increased Porsche engines generate not only improved power, torque and drivability, but also better fuel economy. Even at ten percent improvement, this equates to ten percent less emissions and, of course, ten percent less fuel

costs. These findings reflect something I discovered forty-five years ago while dyno-testing two-stroke racing engines: anything increasing performance also has the capacity to improve fuel efficiency. Allow me to explain.

The force pushing down on the

efficiency falls away dramatically at lower revs and compression ratios, but, pleasingly, Hartech's capacity-increased Porsche engines have improved volumetric efficiency at lower revs and have therefore improved fuel economy, which automatically reduces emissions

by at least the same proportion. It is this feature of our oversized M96 and M97 builds which forms the starting point for our Eco-Power technology.

If there isn't much air trapped in the cylinder, it can't be compressed to a very high pressure and, consequently, produces low power and is thermally inefficient. That said, even if there isn't much air (and therefore not much fuel) in the cylinder, as long as you can compress it hard enough, it burns with remarkably high pressure. Hence, a variable compression engine works in amazing fashion. The problem is how to manufacture such an engine affordably.

We've effectively solved this problem by looking at it back to front: instead of trying to increase C/R when needed, Hartech Eco-Power engines start out with high C/R and reduce compression

Above Hartech has a reputation for remanufacturing Porsche flat-six engines to sky-high standards using a variety of technologies and materials, but the Eco-Power project is based around a simple idea and requires very little additional work for implementation

THIS EXCITING DEVELOPMENT CAN BE APPLIED TO ALL REMANUFACTURED CONVENTIONAL ENGINES, AS WELL AS NEW INTERNAL COMBUSTION ENGINES

piston comes from how much energy is released from the fuel in the cylinder, how well it mixes with air, how much air is in the cylinder and how high the pressure it is therefore compressed to. As long as you allow for the stroke being calculated to the point of ignition, valve overlap losses or gains, the compression pressure before ignition is roughly close enough to ensure that even if you have high C/R at low revs and part throttle openings (a scenario where volumetric efficiency is depressed), the resulting compression pressure at the point of ignition is low.

The exponential curve of fuel

pressure when required. The principle of this approach is the build of an internal combustion engine with such high compression pistons it will run with much greater thermal efficiency (increasing power, reducing fuel consumption and therefore emissions at all low and most moderate levels of engine performance), but reducing the resulting potentially catastrophic high compression pressures at the top end of the rev range, where detonation (also called knock) could occur.

This, as some of you will recognise, reflects the characteristics of a variable compression engine, but Hartech's Eco-Power technology does so without altering C/R, ensuring this exciting development can be applied to all remanufactured conventional engines, as well as new internal combustion engines. As far as mass-volume assembly lines are concerned, Eco-Power could be introduced at no additional cost.

As mentioned earlier, this is made possible by moderating (reducing) the amount of throttle when running conditions would otherwise result in

knock. A variety of methods can be used to achieve this behaviour, though the simplest is to alter the signal from the electronic accelerator pedal to the ECU, thereby restricting the amount the throttle can open in conditions when knock might occur, but allowing throttle to operate normally in conditions when knock isn't a risk (despite the extremely high compression ratio).

Hartech's research and development has independently confirmed most Porsches are driven at between twelve percent and twenty-three percent throttle and between 1,200rpm and 2,300rpm for up to ninety-five percent of their typical running time. Take a glance at the rev counter next time you're on the road and you'll be surprised how little you venture out of this range. These operating conditions improve thermal efficiency and mpg, reduce emissions and increase power and performance. At the top end of the rev range, however, Hartech's Eco-Power technology can be viewed as an automated version of what drivers traditionally do when their car is 'pinking' at wide open throttle.

This is to say the driver lifts off the accelerator pedal to lower engine power to a safer level. Eco-Power does this reliably and automatically by restricting wide open throttle, either by way of ECU calibration, or by the introduction of a pre-programmed digital device plugged in between the accelerator module and the ECU. An older car with mechanical throttle linkage could be updated with an electronic throttle to allow the same update, or by fitting a system to alter the position of the throttle cable, much like the mechanical operation of old-school cruise control systems.

THE MAGIC NUMBER

Notwithstanding valve overlap and ignition timing adjustments, pressure inside an engine when ignition is timed to spark is, in principle, a combination of three main factors. The first is atmospheric pressure, which none of us can control (sadly!). The second is C/R, while the third is volumetric efficiency, which is how much or what proportion of air the engine has trapped inside a cylinder (compared to a full cylinder at

Below Typically, Hartech's oversized engines are enlarged by 300cc, although owners of 3.2-litre 986 Boxsters can take advantage of a jump to a useful 3.7 litres





atmospheric pressure) before it starts to compress toward top dead centre. I appreciate I'm getting into territory likely to confuse some of you, which is why I'll present the detail of this analysis in digestible fashion in next month's issue of *911 & Porsche World* magazine.

Suffice to say, at the heart of Hartech's work on the Eco-Power project is recognition that although the latest internal combustion engines have improved bottom end compressions, widely adopted methods of manufacturing don't allow for a high enough improvement to make much difference to fuel efficiency at the lower revs and throttle openings most people drive their cars with on the public road. Eco-Power addresses these failings.

We were delighted with the positive

reception our research generated when first revealed to the general public at the Federation of Engine Remanufacturers Conference and Annual General Meeting

WIDELY ADOPTED METHODS OF MANUFACTURING DON'T ALLOW FOR A HIGH ENOUGH IMPROVEMENT TO MAKE MUCH DIFFERENCE TO FUEL EFFICIENCY

last year. Even so, most people seem to think you can't run an engine flat-out at high revs with a high C/R piston because you'll encourage detonation. Reducing compression pressure, however, will have the desired effect, either by intelligently reducing C/R, which OEMs have found to be prohibitively expensive, or by making use of a very high C/R piston and reducing the amount of air in the cylinder by not fully opening

the throttle before the cylinder starts compressing the air, even though the driver might have their foot to the floor. This allows compression pressure at

low to mid revs to be higher at any throttle opening, meaning the engine will be more powerful and more efficient without the need for assistance from expensive mechanical devices.

If you're interested in introducing the technology to your M96 or M97 engine rebuild, give the Hartech team a call without delay. Contact details can be found at the company's website, which you can access by pointing your browser at hartech.org. Stay tuned for more analysis of our research in coming issues of *911 & Porsche World*, including real-world independent testing of our Eco-Power-equipped 996 Carrera. ●

Above Eco-Power can be applied to Hartech's standard M96 and M97 rebuilds, as well its oversized engines



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FOR DETAILS

BREATHE EASY

IPD's Y-design intake plenum for the first-generation 997 Carrera, Carrera S and Carrera 4S replaces the factory T-style air distributor and introduces a substantial increase in power and torque by means of a more efficient design. The gains are experienced in the mid-range, where they are most usable, and provide a more linear power and torque band. In this guide, we show you how to fit an IPD Competition plenum, an 82mm GT3 throttle body, a silicone reducer and a performance air filter to the M97 flat-six...

Words and photography **Dan Furr**



This photograph shows the two IPD plenums available for the first-generation 997 Carrera/S/4S. On the left is IPD's Competition plenum, to be used with an 82mm GT3 throttle body and ideally suited to a car making use of a high-performance exhaust system. On the right is IPD's standard plenum, which is designed to work with the factory-issue 74mm 997 Carrera throttle body.



If fitting either plenum to a standard 997 Carrera/S/4S, the gains in power and torque (a claimed 28hp/26lb-ft in the mid-range and 11-12hp peak) will be similar, but the Competition plenum will help realise more engine output when used in conjunction with an uprated exhaust. All IPD plenums and associated equipment can be ordered direct from ipdplenums.com.



3

Regardless of which plenum you choose, flat spots in the standard torque and power curves will be erased. IPD supplies a genuine Bosch 82mm GT3 throttle body to use with its Competition plenum.



4

The Competition plenum comes with a choice of silicone reducers. The pictured hose is for use with the stock 997 Carrera/S/4S airbox. A separate hose is available for engines with an aftermarket intake.



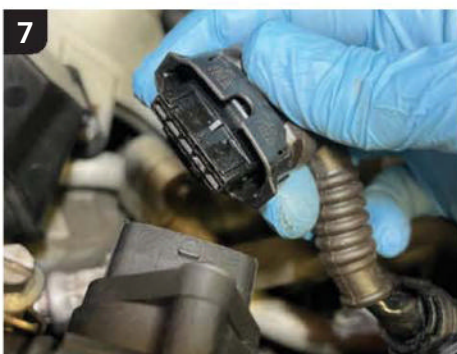
5

The kit comes with a 52mm airbox resonator blanking cap and a set of bolts for fitting the 82mm throttle body. A jubilee clip is also provided for fitting the silicone reducer hose to the throttle body.



6

We highly recommend fitting a new mass airflow sensor (part no. 98660612502) when installing an IPD plenum. This will ensure healthy intake data, which is useful if testing on a dyno.



7

There are two wiring harness plugs attached to the rear of the airbox. Both need to be disconnected and pulled to one side. The mass airflow sensor plug is easy to see. Carefully pull it free.



8

The second plug is less obvious, hidden behind the airbox body, but easily accessible. Pinch the locking pin and disconnect the plug. Pull it to one side. Unclip the wiring harness from the airbox.



9

Also attached to the back of the airbox is a solenoid with vacuum piping feeding into it from the engine bay. Carefully pull the pipe away from the solenoid.



10

Take a flat-headed screwdriver and loosen the jubilee clip holding the airbox intake pipework to the standard throttle body. Pull the pipework away from the throttle body.



11

Carefully lift the oil filler neck away from the airbox. You can now pull the airbox free from the engine bay. Tilt the airbox toward you and lift, but be careful not to scratch the airbox on the engine lid lock latch.



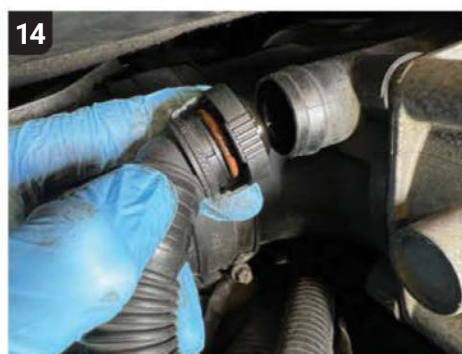
12

There is a mounting support bracket attached to the throttle body. It needs to be unfasted at the base, but undo the bottom nut with care – it is paired to a fixed bolt with an integrated collar prone to splitting.



13

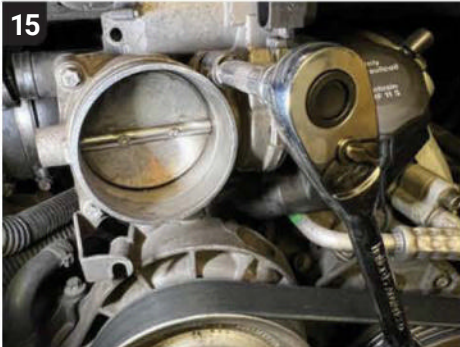
Undo the wiring harness plug attached to the throttle body. Take care – the plug might be stubborn and its plastic shroud is easy to break. If the plug refuses to budge, take your time and wiggle it back and forth.



14

Carefully detach the flexihose attached to the plenum (located behind the throttle body).

TECH: HOW TO



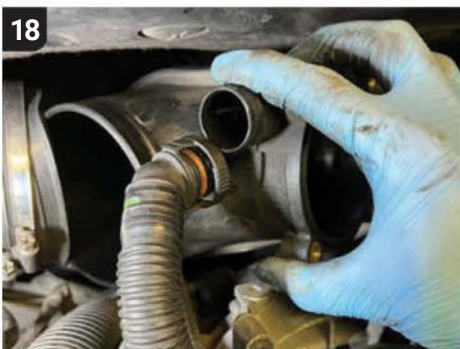
Using a ratchet and an E10 torx socket, remove the bolts holding the throttle body to the plenum. To prevent the throttle body from falling, steady the part when loosening the last bolt.



Lift the throttle body away from the engine bay.



The plenum is linked to the inlet manifolds by four jubilee clips (two each side) holding rubber joiner pipes in place. With either a crosshead screwdriver or a 7mm socket, loosen each of the jubilee clips.



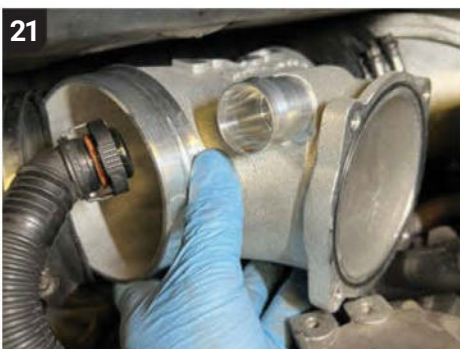
Slide the rubber joiner pipes away from the plenum and carefully pull it away from the engine bay.



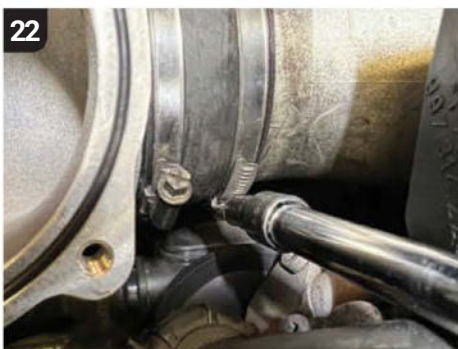
The aluminium IPD Competition plenum and the standard plastic plenum side-by-side. The IPD part's Y-design makes airflow less turbulent, improving power and torque across the rev range.



The more efficiently an engine breathes, the more efficiently it produces power. For this reason, we are fitting the 82mm GT3 throttle body, pictured here (left) next to the standard 74mm throttle body.



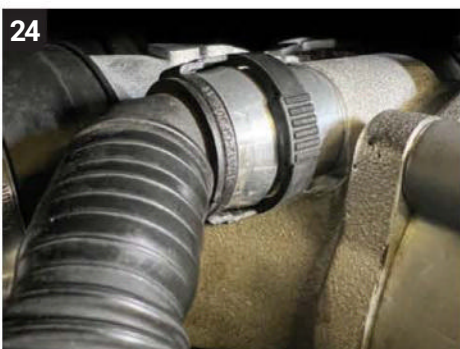
Push the IPD plenum into place between the rubber joiner pipe attached to each inlet manifold, then pull the pipes over the ends of the plenum.



When you are satisfied the plenum is comfortably in place, tighten all four jubilee clips.



Carefully hold the new throttle body in position and insert the new bolts supplied by IPD. Loosely tighten each bolt by hand and then fully fasten with an 8mm socket. Attach the mounting support bracket.



Connect the breather system flexihose to the new plenum.



Feed the throttle body wiring harness pigtail into the clip attached to the new throttle body and reattach the plug. Clip the plastic shroud over the plug.



Divert your attention to the airbox. Using a flat-headed screwdriver, unfasten the jubilee clip holding the intake pipe to the airbox.

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TECH: HOW TO

27



Unfasten the jubilee clip holding the resonator pipe to the airbox.

28



You can now remove the intake pipe. You will need to re-use the resonator pipe jubilee clip, as well as the jubilee clip attaching the intake pipe to the throttle body.

29



Place the supplied blanking cap over the resonator pipe outlet and fasten it in place with the just-removed jubilee clip. An anodised aluminium blanking cap is available from various retailers.

30



Use a T20 torx bit to carefully remove the two screws holding the mass airflow sensor in place.

31



With the screws removed, gently pull the old mass airflow sensor away from the airbox.

32



This photograph shows the new mass airflow sensor. Carefully install it this way up and fasten the part in place with the two previously removed torx screws.

33



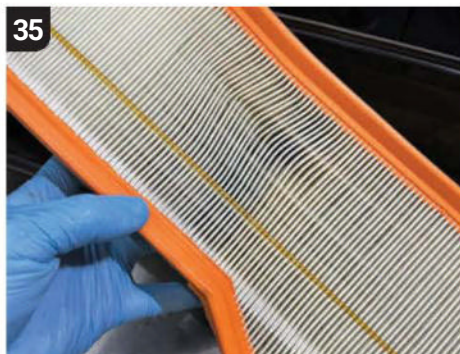
We are going to round out our intake system upgrades with installation of a high-flow performance air filter. Take a T25 torx bit and undo the eight screws holding the airbox halves together.

34



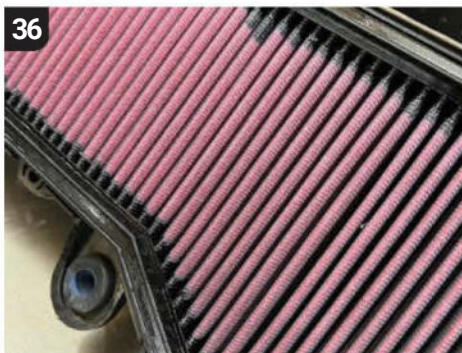
The screws don't need to be fully removed (they're designed to remain in place after the two halves of the airbox are separated). Put the top section of the airbox to one side.

35



Remove the old air filter. Pictured is a disposable paper filter. It is in excellent condition, but the new filter will provide better filtration coupled with increased airflow, which equates to more power.

36



We installed a K&N air filter (part no.33-2786). K&N filters are engineered to last the entire lifespan of the host vehicle and hold significantly more dirt per square inch of media than an average paper filter.

37



The K&N filter is a direct replacement for the standard paper filter. Push it in place, reassemble the airbox and use the removed intake pipe's jubilee clip to attach the IPD silicone reducer hose.

38



You are now ready to return the airbox to the engine bay. Carefully lift the oil filler neck and slide the airbox into place. Once again, be careful not to scratch the airbox on the engine lid lock latch.



Using the supplied jubilee clip, attach the silicone reducer to the new throttle body. This is easier said than done – silicone is much less forgiving than rubber. Take your time to avoid damaging the hose.



You may need to adjust the position of the plenum in order for the throttle body to mate with the silicone hose. Loosen the joiner pipe jubilee clips and rotate the plenum until you are satisfied.



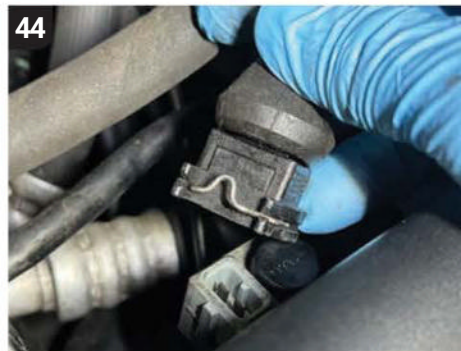
Similarly, you may need to loosen the jubilee clip holding the silicone reducer to the airbox. When you have the hose connected comfortably to airbox and throttle body, tighten the jubilee clips.



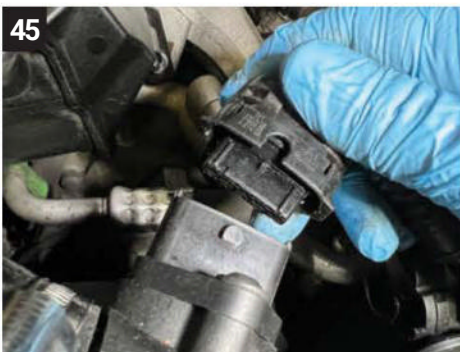
Check to make sure the throttle body wiring harness plug hasn't come loose during the previous steps.



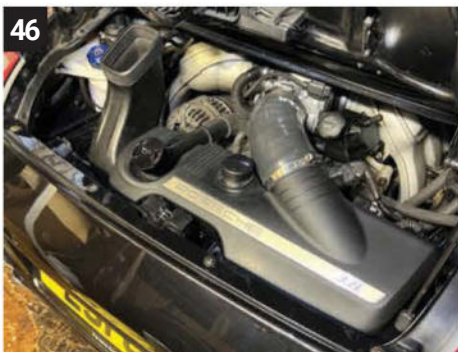
Reattach the solenoid vacuum hose at the back of the airbox.



Connect the solenoid wiring harness plug and fasten the wiring into the plastic clip attached to the rear of the airbox.



Connect the mass airflow sensor plug and fasten its wiring into the plastic clip attached to the back of the airbox. Congratulations! The work is complete.



Power improvements will be fully realised once the ECU/DME makes all the necessary adaptations. This process can be expedited with a series of 'hard pulls' or full throttle acceleration runs. Else, be patient.



Power gains will vary with each 997 Carrera/S/4S, but there will be noticeable improvements across the rev range, whichever model you own and whichever IPD plenum you installed.



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DAN FURR

944 TURBO, 997 C4S, 968 SPORT



Wheeled my 944 Turbo into the workshops of automotive trimmer, Awesome Classic & Custom, for modifications to the front seats. Expect to see the work documented in these pages.



RICHARD ROBERTS

991 GTS, 968 SPORT



Enjoyed a recent road trip to Wales in my newly acquired Speed Yellow 968 Sport, which showed a clean pair of heels to the 986s and 987s in attendance. What a great car. MOT time next.

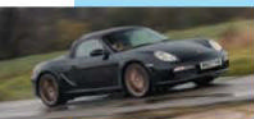


JOHNNY TIPLER

987 BOXSTER S



Huge fun in my native Norfolk with the 992 Sport Classic and 356 A featured in this issue of 911 & Porsche World. My 987 Boxster S now has a new owner, meaning fleet changes are afoot. Exciting!



DAN SHERWOOD

996 GEN II GT3



Thrilled to have my 996 GT3 back from Rindt Vehicle Design's new spray booth. The finished paintwork is excellent. All I have to do is keep it that way. Paint protection film can't come soon enough!



CHRIS WALLBANK

981 GT4, 981 BOXSTER S



With inclement weather making itself known, I decided to address the Boxster's tyres and invested in a new set of Michelins. Not that I'm planning much top-down motoring in the wet, of course.



THE FINAL COUNTDOWN

Dan Sherwood heads to Rindt Vehicle Design's Maidenhead Porsche restoration centre to collect his freshly painted Speed Yellow 996 GT3...



The day had finally arrived. I'd seen a smartphone video of my GT3, resplendent in its fresh coat of Speed Yellow, but I was now heading to Rindt Vehicle Design's Porsche sales and restoration facility in Maidenhead to see the car in the metal. As we've said time and again in this magazine, automotive paintwork is an aspect of car care no owner should skimp on. Think of it as your Porsche's skin. Not only does it act as a protective barrier to shield the precious metal underneath from premature corrosion, it also offers the strongest first impression about the vehicle's general condition and the level of care it is subjected to. After all, a car with tatty, blemished paintwork can often signal an unenthusiastic owner who doesn't take upkeep seriously. This can be an immediate red flag to a potential buyer.

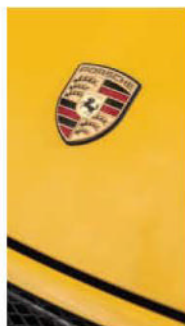
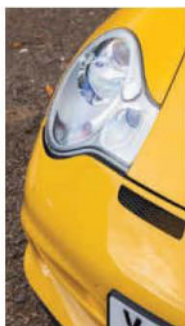
While this may be a wildly sweeping statement, it goes some way toward highlighting how keeping your Porsche's bodywork and paint in good condition can reap benefits in the present, as

well as in the future — when it comes to resale, your bank balance will be thankful for the time and effort you spent maintaining the car's appearance. Of course, it makes good sense to leave the job of corrective paintwork to skilled professionals, such as the team at Rindt Vehicle Design.

My GT3's cosmetic makeover has been carried out very much to satisfy the here and now insofar as my plan is to make this eye-popping Porsche as good as it can be in order for me to enjoy every moment of ownership. The fact fresh paintwork will have likely increased the car's value is a more than welcome byproduct of having the work carried out. That said, as regular readers will recall, it was somewhat forced upon me, largely on account of paint on the front bumper and lacquer on the carbon-fibre door mirror cases being damaged during removal of the previously installed (and ill-fitting) paint protection film. This led me to seek a suitable remedy. The resulting work ended up snowballing into what is very close to a full respray.

How my GT3 got to this position was recently documented in these pages,

Above Is this really the same 996 GT3 we recently pictured with paint hanging off its front end?!



Above The previously troubled carbon-fibre weave has been repaired to perfection, resulting in door mirror cases and a rear wing blade looking good as new

suffice to say I was keen to see the work Porsche bodywork guru, Gavin Murphy, had carried out in Rindt Vehicle Design's new state-of-the-art paint booth, the second such facility opened at the firm's Berkshire base. Incidentally, my 996 had the honour of being the very first car painted in what has become the company's dedicated vehicle aesthetics department — completion of the work marked the unit's grand opening.

Achieving a flawless finish, and in accordance with the obsessive attention to detail Rindt Vehicle Design is known for, the new paint shop makes use of the celebrated multi-stage Novol paint process. It's the only paint system created specifically for classic and modern-classic vehicles. As my car demonstrates, the technology isn't the preserve of Porsche owners commissioning full restoration. "We opened the new paint shop because of increased demand for our services," says Rindt Vehicle Design founder, Brian Richardson. "This gives us the capacity to accept cars from customers who might want nothing more than cosmetic correction, whether elimination of stone chips and other minor damage, or a thorough detail. Of course, we are more than happy to respray cars in their entirety, but our new paint booth gives us

the opportunity to provide enthusiasts with a range of corrective services, all carried out to the same professional standard we apply to our extensive restoration projects."

In case you were wondering, vehicle disassembly and fabrication is carried out in a dedicated workshop adjacent

I'm looking forward to pointing my camera at the car when work is completed in the coming months.

SWING INTO ACTION

The company was incorporated in 2017, although Brian has been restoring and modifying air-cooled Porsches since his teenage years. Decades of experience in the field and an acute knowledge of variations in model specification, as well as a desire to create historic Porsches with their own personalities, encouraged him to establish Rindt

Vehicle Design following his retirement as a professional golfer.

Fast-forward to the present day and he's in charge of turning out extraordinary air-cooled classics, from nut-and-bolt restorations of 912s and 911s rebuilt to original specification, to wholly bespoke builds incorporating a raft of custom bodywork and powertrain equipment. There's also a Rindt Vehicle Design motorsport division, as evidenced by various race-ready Boxsters, Caymans and even a fire-breathing 450bhp wide-body 964 on site. Dressed in the team's distinctive orange and white livery, these cars are a familiar sight at Porsche Club Great Britain motorsport events.

Carefully peeling back the dust sheet, I could immediately see the

A WIDE-ARCHED, ROOF-CHOPPED 911 BODY-IN-PROGRESS DESTINED TO BE EQUIPPED WITH A MASSIVE-OUTPUT FLAT-SIX

to the new detailing centre, thereby ensuring no contamination of paintwork.

When I first walked into the new workspace, my GT3 was nestled in a corner, hidden under a lightweight dust sheet and huddled between the glistening paintwork of two outstanding air-cooled restomods: a 964 Carrera 2 and a short-wheelbase 911 originally powered by a Type 901 two-litre flat-six, but now making use of a Carrera 3.2 powerplant loaded with Jenvey throttle bodies. I also couldn't help but lay eyes on Brian's personal Porsche project, which takes the form of a wide-arched, roof-chopped 911 body-in-progress destined to be equipped with a massive-output flat-six and unveiled as a Rindt Vehicle Design company demonstrator.



difference between the condition of the car I delivered to Brian and its finish following Gavin's expert handiwork. Although the factory paint was far from poor, the body is now devoid of any defects, such as small dents or scratches. Its clean, swooping lines run uninterrupted following removal of the old paint protection film and its dissecting edges. Crucially, the damage on the front bumper and mirror cases was repaired to perfection, leaving no hint of the previously peeling paintwork. Additionally, the rear arch lips, which were suffering the ills of cracked paint, are showroom-fresh.

"We had a change of heart regarding the RS-style carbon rear wing," Gavin announces. "I painted it gloss black with a yellow stripe because we thought the compromised weave was unrepairable. After a rethink, however, we managed to save it." To this end, he painstakingly undid his previous work, rubbing-down the wing blade to raw carbon-fibre until any defects in the weave were removed. He then sealed it with layers of clearcoat.

Although I was happy with the look of the spoiler in black, I'm a sucker for exposed carbon-fibre. To see the wing blade looking better than at any other time in my ownership is fantastic.

To say I'm pleased with how my 911 now looks is a massive understatement. The bodywork is undoubtedly as good as when it left the factory. The hard part will be trying to keep it that way, certainly until I can book the car in to

the workshops of Kings Langley-based automotive detailing specialist, Max Protect, where it is due to be treated to new paint protection film. This should help shield the new paintwork from dirt, bird droppings, rogue stone chips and all the other threats a car faces when in use. I'm also planning a host of other upgrades in coming months, including a revision of in-car entertainment equipment. Stay tuned! ●

Above and below Rindt Vehicle Design is known for its elaborate Porsche restorations and has a raft of exciting new projects to unveil as 2024 progresses



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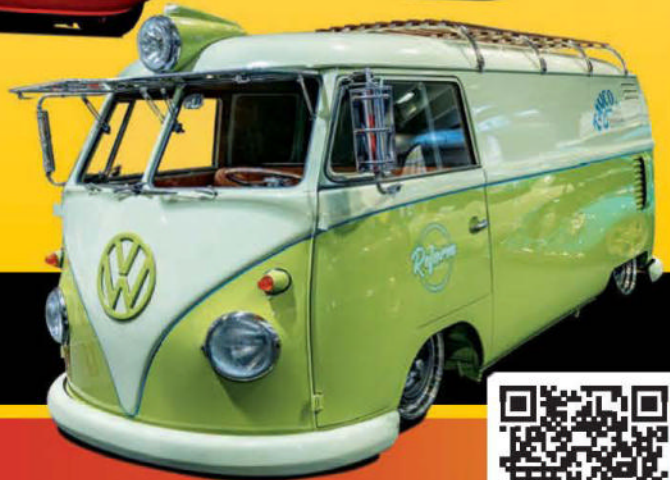
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FLUID DYNAMICS

As part of a new engine healthcare regime, Dan Furr decides to send samples of his 968 Sport's spent lubricant to Oil Analysis Laboratories...

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FOR DETAILS



Cast your mind back to the March 2023 issue of *911 & Porsche World* and you'll recall the article we published concerning engine oil analysis. Long story short, we visited the Colwyn Bay headquarters of Oil Analysis Laboratories (oilanalysislab.com) to discover the latest techniques letting you glimpse into the past and future health of your Porsche's engine. We all know wear particles are suspended within engine oil, but analysis of these contaminants can identify the origins and degree of mechanical wear, allowing replacement of a worn component in advance of failure.

As we highlighted in the earlier article, oil analysis used to be employed mainly by car manufacturers and their lubrication partners, usually during the

development stages of new engines. The majority of today's engine oil analysis is commissioned by warranty companies trying to determine whether neglect is responsible for a claim. At a basic level, these tests can determine whether an incorrect oil has been fed into an engine or whether an oil change is long overdue. Additionally, analysis will determine how much of an oil's anti-wear properties have remained within the lubricant, which is useful information when comparing the performance of different oils and determining which product is best for your Porsche.

These tests used to be expensive, but Oil Analysis Laboratories pioneered a technique reducing time and cost, as well as improving accuracy of results. The company aims to deliver test data within one working day of receiving a sample and charges around thirty quid.

Porsche precision parts manufacturer, LN Engineering (lnengineering.com), recommends engine oil analysis as part of routine maintenance, suggesting sample testing should be carried out alongside annual servicing or every five thousand miles, whichever comes first

Above Driven Racing Oils will replace the used engine oil

Below 100ml sample pot to fill with spent oil drawn from the engine's dipstick





Above K&N oil filters feature a top-mounted welded-on hex nut, making installation and removal far easier than using an OEM oil filter and wrench

Top right The 968 Sport's three-litre engine runs like a dream, but Dan is keen to begin oil sampling for all the cars on Furr's Fleet

Right LN Engineering magnetic sump plug features super-strong rare earth magnet

(the recommended rate of testing is increased for trackday and competition cars). The rationale is that without this testing, you don't know the true condition of your Porsche's powerplant and the oil it is making use of. Annual analysis amounts to a detailed engine health check, providing information which can be compared against the previous year's results to determine not only the overall condition of the engine, but also whether a fault is developing.

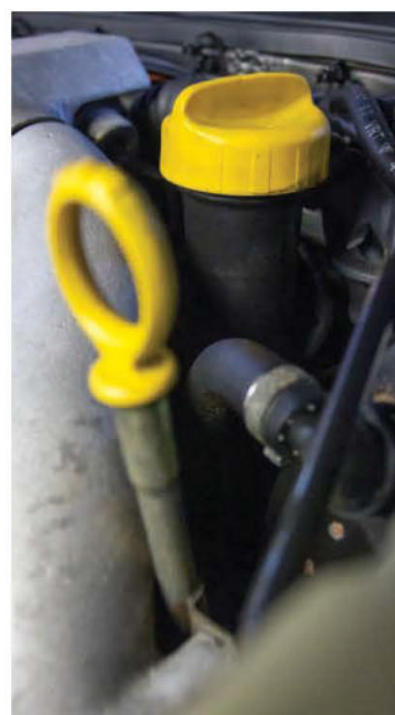
TAKE NO PRISONERS

My 968 Sport runs like a dream, but considering I was getting ready to change its engine oil, I reasoned now would be a good time to get into the habit of sending spent lubricant away for analysis. In fact, going forward, I've decided to do this for all my cars. I contacted the team at Oil Analysis Laboratories and swiftly received a sample pot (to accept 100ml of used oil) and a fluid transfer tube. Unfortunately, I absent-mindedly forgot to order a pump with which to extract the oil from the dipstick — taking a sample from an oil container or trying to catch fluid falling from the sump can not only get very messy, but also risks contaminating the sample with dirt. Needless to say, I've now ordered a pump and will detail the

procedure in next month's issue of *911 & Porsche World*, when I will also be able to present you with the results of the test.

Of course, you don't empty your car's engine of oil without having fresh lubricant to replace it with. After consulting Anders Hildebrand, founder of performance engine lubricant specialist, Anglo American Oils (aaoil.co.uk), I stocked up on Driven Racing Oils DT40 5W-40. Some of you will know Porsche Classic recently introduced a 10W-50 engine oil for the 924, 944, 968 and 928. "There is absolutely no need for 10W-50 in a 968," Anders told me. "My 928 GTS runs beautifully on Driven Racing Oils DT40, as does my X50-equipped 996. Maybe you could argue for using 10W-50 in a 944 Turbo, but whether the oil is 10W or even 15W is irrelevant in the UK because temperatures are generally much higher than they are in, say, Sweden, where starting a Porsche at -40°C would mean a 10W would flow faster. We just don't see those kind of conditions in England, which is why the lower number really isn't important."

Joe Gibbs Performance is one of the most successful NASCAR racing outfits of all time. In the late 1990s, the team was struggling to keep its high-powered engines together with the available racing oils. Joe Gibbs





engine builder, Mark Cronquist, wanted to reduce bearing clearances and push cam profiles to new levels, but his ideas were held back by the oil technology of the day. Fast-forward to 2004 and, after much investment in research and development, the team launched its now famous range of Driven engine oils specifically for fast-road and race cars subject to frequent oil changes. Ignoring current road oil specification (which focuses on long service intervals), Driven oils include high anti-wear properties (primarily zinc), special preservatives and maintain oil stickiness after lengthy storage periods. These are anti-rust, anti-condensation lubricants packaged in military-grade storage containers and are ideal for modern and historic race cars, but also street Porsches which don't get driven daily.

ROOM FOR ANOTHER

I placed an order for the required amount of 5W-40 Driven oil for my 968 Sport, but also a batch of 10W-50 for my 944 Turbo. I'm keen to send a sample of the turbocharged transaxle's used engine oil to Oil Analysis Laboratories for examination, but I expect more interesting results from the 968's sample, primarily because the 944 has

only been driven five hundred miles or so since its last oil change. Lack of use might skew the results due to low-level condensation forming in the oil during long periods of dry storage. Then again, I guess there's only one way to find out.

While chatting to the guys at LN Engineering, I decided to buy one of the company's billet stainless steel 968 magnetic sump plugs. If you've ever seen the OEM magnetic drain plug offered to the aftermarket, you'll know the part's magnet is very weak — it won't even hold the drain plug on a flat vertical surface. In contrast, LN Engineering's offering makes use of the strongest magnet currently available for this application, ensuring any metal particles in the oil are caught and cannot circulate around the engine. I installed the same on my 997 a few months back.

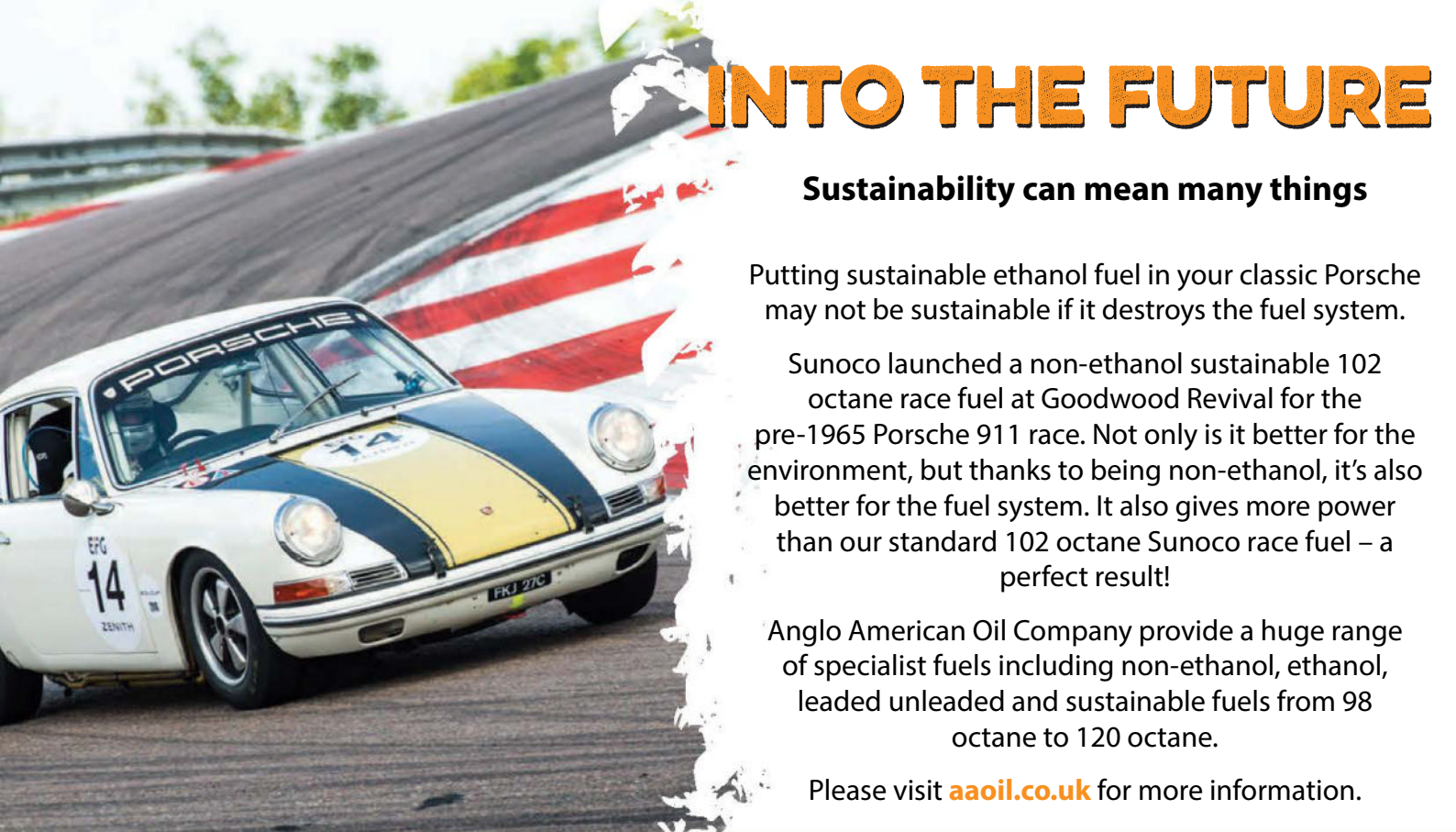
The LN Engineering 968 sump plug, which set me back less than twenty pounds, also boasts a flat end, unlike the OEM part, which has a recessed 'dish', making it almost impossible to clean.

Rounding out the oily bits I bought is a K&N oil filter (knfilters.co.uk). Now, I'm not going to pretend there's anything wrong with the standard Porsche oil filter, but not only does the K&N filter promise superior filtration and optimised

fluid flow, it features a top-mounted one-inch welded hex nut, making removal and installation a cinch — no messing about with filter wrenches or adapters. In case you're interested, I ordered part number HP-4001, which is suitable for all 944s and 968s. I'll bring you the results of oil analysis for both the Sport and Turbo in next month's update. ●

Above 944 Turbo's engine oil will also be subject to analysis





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AUCTION NEWS

A varied selection of low-mileage Porsches crossed the block in the weeks since our last issue, with many more such sports cars set to go under the hammer during the coming month...

Where to begin?! Auction season is in full swing, meaning we've seen a high number of Porsches change hands in recent weeks. Reflecting words expressed by industry experts quoted earlier in this issue of *911 & Porsche World*, a softening of the market has dictated sale prices lower than many commentators were anticipating, resulting in a number of bargain buys. With more auctions scheduled to take place before year end, plus an increased number of cars coming to market, the trend looks set to continue into 2024.

One of the most high-profile auctions taking place since our last issue was the NEC Classic Car Show sale, hosted by

1963, suggesting you shouldn't have too much trouble finding one to call your own.

After being momentarily distracted by a supercharged 1994 Rover Mini SPi Cooper with an interior "inspired by Singer Vehicle Design", we watched as the sale's Agate Grey Metallic second-generation 991 Carrera shifted for £54k. A very tidy car with manual transmission and only 19,780 miles on the clock, this was one of the auction's best buys, although appetite for what was on offer failed to be as ferocious as we'd previously considered. For example, the partly restored 1969 911 T Targa (complete with ski rack) pictured in last month's Market Watch round-up failed to sell, despite exacting maintenance carried out by marque experts, Prill Porsche Classics, Carrera

TRACTORS ASIDE, THE 964 CABRIOLET REMAINS ONE OF THE LOWEST-COST ENTRY POINTS TO OWNING AN AIR-COOLED PORSCHE

Iconics Auctioneers. Bidders drove the price of the pictured 1991 944 S2 Cabriolet up to £28,688. Boasting just 20,151 miles from new, this 210bhp UK-supplied drop-top is equipped with a Porsche Classic Communication Management (PCCM) head unit and is finished in Crystal Silver Metallic over Midnight Blue leather. While the values of good 911s appear to have dropped, high-quality 944s, 968s and 928s continue to enjoy something of a price boom, although how long this will continue to be the case remains to be seen.

We were delighted to see a 1960 Porsche-Diesel Standard 218 tractor go under the hammer at the same auction. A meticulously restored, fabulously presenting, ready to run example of Porsche's lesser spotted agricultural masterpiece, this gorgeously presented red workhorse sold for £13,500, proving there remains a cost-effective — if somewhat unorthodox — route into ownership of an air-cooled Porsche. Encouragingly, more than twelve thousand 218s were manufactured between 1957 and

Performance and Nine Excellence. The car is now being offered for a straight £69k.

On the subject of sixties smashers, we're looking forward to the Bonhams "Bond Street sale of important collector motor cars" due to take place in London on the 15th December. Our interest is aroused primarily by the 1965 911 (pictured right) scheduled to make a star turn among many highly desirable British sports cars, including a sea of Aston Martins. This particular Porsche is claimed to be the first right-hand drive 911, although no further information was forthcoming at the time of writing. We'll be sure to let you know the final sale price.

Less exclusive are the 'everyman' Porsches being offered at the Historics Auctioneers sale at Mercedes-Benz World, Brooklands, on November 25th. Tractors aside, the 964 Cabriolet remains one of the lowest-cost entry points to owning an air-cooled Porsche. This auction will feature a Guards Red 1990 964 Carrera 2 rag-top with little more than seventy-seven thousand miles covered from new. The car's flat-six



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was recently rebuilt by Porsche Centre Brooklands, the soft-top has been replaced and ownership has been the pride of a single family for more than a decade. Riding on Cup 2 alloys and with a lower estimate of forty grand, this may well prove to be one of the season's shrewdest purchases.

Then again, we couldn't help notice the early 928 being offered in the same sale. A 237bhp 4.5-litre model manufactured in 1979, the Guards Red 'land shark' is trimmed in period-perfect Pasha and is advertised as being in need of recommissioning following lack of use for an undisclosed period of time. 928s can be expensive to maintain, but the cost of returning the car to the road may well be cushioned by the fact there is

Motorsport, this amazing 911 was winner of the N/GT class in the 2000 A1-Ring 500km — finishing eighth overall — and is ideally suited to today's Masters Endurance Legends and Peter Auto Endurance Racing Legends competitions.

Following the car's competitive swansong in the 2003 Vallenlunga Six Hours, in which it was campaigned by Tirelli Motorsport and finished fourth in class (eighth overall), this stunning 911 was sold to a collector and restored, emerging only for demonstration runs at select events. A perfect collector car or, dare we say it, the ideal trackday toy, this rare Porsche is yours for €239k.

Last month, we brought you news of The White Collection, a single-owner fleet of rare

AN EXCITING AUCTION SPEARHEADED BY RIDICULOUSLY (OFFENSIVELY?!) LOW-MILEAGE FERRARIS AND A COUPLE OF EQUALLY UNUSED BENTLEYS

no reserve set on the sale price. Is this a bargain buy waiting to happen?

Even the Carrera 3.2 restomod in the Historics sale seems fairly priced. The car offers a look inspired by the Carrera RS 3.0 and rolls on wheels mirroring the design of the 917 Le Mans racer's five-spokes. An engine rebuild was carried out thirty thousand miles ago. A gearbox rebuild and new clutch (less than two thousand miles ago) means the next owner shouldn't need to worry about having to shell out for urgent mechanical work. It would be very difficult to replicate this build for anywhere near close to the lower estimate of £65k.

Fancy a more modern Porsche sports car? How about three? Brookspeed International Motorsport in Eastleigh is offering a trio of Caymans for sale. Each car has been converted for trackday use, amounting to installation of a rear roll cage, race seats, safety harnesses, coilover suspension and oversized brakes. These cars also wear GT4 body kits, eighteen-inch wheels and track tyres. There are two examples of the 2014 3.4-litre 981 GTS to choose from. Each is priced at £42k. The third Cayman is a PDK-kitted 2.5-litre 718 GTS priced at £54k.

More hardcore is the 996 GT3 R currently advertised on Race Cars Direct. A veteran of fourteen FIA GT events throughout 2000 and 2001 (when the car was driven by Andrea Bertolini, Fabio Mancini and Gianni Collini) and one of only fifty-seven examples of the 996 GT3 R constructed by Porsche

Porsches being offered by RM Sotheby's in Houston, Texas, on 1st and 2nd December. Among the bewildering number of bright white Rennsport-badged 911s on offer, and away from the near five hundred items of Porsche memorabilia added to the sale since our last report, is a 944 Turbo Cup. A Weissach-prepared racer stripped, strengthened and modified for drastically increased performance over the standard 944 Turbo, this white (because of course it is) competition car is believed to be one of eleven Turbo Cups produced for SCCA racing in 1987. Showing only 19,635 miles on its odometer at the time of cataloguing, and with just one owner prior to joining The White Collection, this turbocharged transaxle is offered with a lower estimate of \$140k.

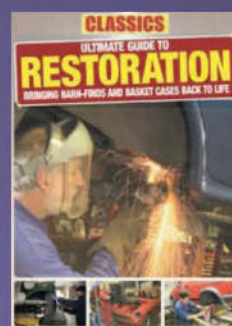
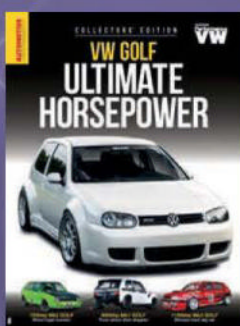
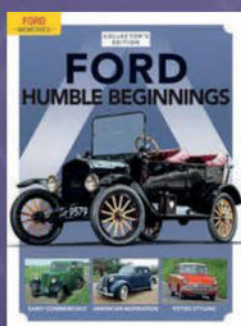
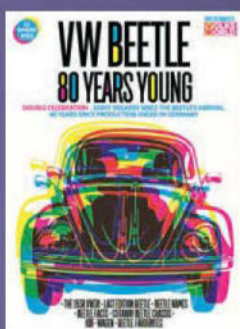
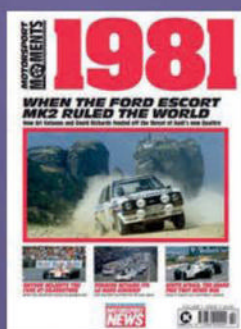
In association with the annual London to Brighton veteran car run at the beginning of November, RM Sotheby's organised an exciting auction spearheaded by The Factory Fresh Collection, comprising ridiculously (offensively?!) low-mileage Ferraris and a couple of equally unused Bentleys. Sold separately was a 2003 Basalt Black GT2, thought to be one of only 129 examples of the 996-generation GT2 in right-hand drive. With just 4,565 miles on the scoreboard, the car sold for £120,750. An X51-equipped 1996 993 Carrera 3.8 specified from new with air-con, electric sports seats and a sunroof sold for £77k. More next month. ●



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PORSCHE 914



1975, £14,995. Rot free import, MOT, runs and drives great. 1.8 injection. Recently imported from California. The car was MOT'd in October 2023 and a UK log book has been applied for, obviously Nova completed and all duties/taxes paid (docks won't release the car if you don't pay these!) Car runs and drives very well, these really are quite fun to drive! Engine number EC 044940. Paintwork: there are a few little scratches and some chips which have been touched up, and a couple of small dents (RH front wing top, RH door top, pictures available of chips etc). The car is a super rot free car apart from a couple of small bits. Please call 01763262263, South East. (T)

121066

PORSCHE 911



1986, £89,995. 911 Carrera, 3.2L Supersport. This was ordered from the factory with the M491 option, known as the Werks Turbo look or Supersport for the UK market. This desirable option included the wider turbo wheel arches, upgraded suspension with turbo trailing arms and the bigger wheels and superb turbo brakes. Please call 01944 758000, Yorkshire and the Humber. (T)

121209

PORSCHE 911



2012, £50,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Comes with all the original Porsche Book Pack in the leather wallet, invoices for all the services etc. Exceptionally well looked after example with a very good Specification. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, South East. (T)

116613

PORSCHE 911



1984, £89,995. From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. Please call 01798 874477, South East. (T)

116683#

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. Please call 01229 486315, North West.

112557


PORSCHE 911



1989, £84,995. This car is now an incredible package, its beautifully finished and presenting in exceptional condition with a top quality bodysell and paint finish. The original interior is beautifully presented and well kept, and on the road this 911 is impressive with its strong, fit, recently rebuilt engine, smooth manual transmission and in typical 911 fashion offers. Please call 01944 758000, Yorkshire and the Humber. (T)

119350

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PORSCHE 911



2006, 86000 miles, £31,995 997.1. Carrera S 3.8. First registered in 2006 this Dark Grey C2S 6 speed manual comes in a great condition with high spec including sports seats, immaculate 19inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

1182308

PORSCHE 911

1994, 54000 miles, £45,950. 993 CARRERA CABRIOLET 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. Owned by me for the last 18 years. Always garaged. USED sparingly only in the summer months. Two previous keepers. Please call 07957212299, Greater London.

120815

PORSCHE 911



2001, 112000 miles, £42,250. PORSCHE 911 TURBO FOR SALE. C16 UK Car, Porsche Exclusive Manufacture, Manual Transmission, Non Sunroof, Sports Hardback Seats, Extensive History, 2002 Model Year. Taunton, Somerset. £42,500. , South West.

120448

PORSCHE 912



1969, 100300 miles, £50,000. Manu. 3/6/69. Porsche col 8A3 reg California Imported Uk 1/5/98. BGU440G Exported to algarve Portugal 29/10/2008. 2016 Total restoration began. Back to metal. Photos. Like original. Twin webbers. 2 batteries on/off switch. Drilled and vented disc. Classic/mad. Radio. Undersealed Rust protection. 20 min for Airport Faro. No Uk tax to pay on import. Only 5%vat. Please call 00351964768068, Rest of the world.

120121

PORSCHE 924



1988, 665000 miles, £15,000. Porsche 924S Lemans. Only 66k miles. Meticulously maintained By a Porsche enthusiast. One of only 37. Fast appreciating classic. Just 3 owners from new. Vehicle History 1 of 37 RHD UK-market cars in Alpine White; effectively 'Club Sport' editions aimed at enthusiasts to celebrate the culmination of the 924-production. Please Call 07729733396 , South East.

119660

PORSCHE 928



1990, 72,000 miles, £42,000. We are very pleased to offer this stunning and rare 928GT. One of just 38 right-hand drive and manual gearbox 928 GTs and finished in the highly desirable Guards Red with Linen Leather. Fully documented history, 5 Speed manual gearbox, Limited Slip differential, Full electric seats, Height adjustment, Air conditioning, Electric Sunroof, Electric Door Mirrors, Porsche book pack. Please call 01765 609798, Yorkshire and the Humber. (T).

117274

PORSCHE 928



928 S4 1990. Rare Tahoe blue, £55k plus recently spent on body, engine and interior by Porsche approved body shop and centre for Porsches 40 years at the front dealer competition. Please call 07803042618, Scotland.

114682

PORSCHE 944



1987. 2 Previous owners current owner 18 years, 94 000 miles, summer use only, always garaged, well maintained and in excellent condition. Please call 07747020758, South West.

116025

PORSCHE 944



1991, 96000 miles £25,995. Porsche 944 Turbo Cabriolet (first reg August 1991) 95. 6K mileage. One of only 100 RHD made Full documented history. In the last three years , has a full belts overhaul , full fluids replacement (engine, gearbox , diff etc), new RMS and Clutch , brake overhaul etc. Cam tower gasket replaced. The care has a uncracked dashboard and working clock. Please call 07855794548, East of England.

118408

PORSCHE 944



1990, £16,000. Original except for new w/pump, belts, rollers, cam chain, alternator, fuel pump, battery, discs, pads, hoses, exhaust, fliter, plugs. Please call 07818680583, South East.

115620

PORSCHE 944



1989, 130000 miles, £7,750. Porsche 944 Lux Auto c/w private plate for sale, I have owned this car for approximately 5-6 years. A very reliable daily classic, easy to own and a great cruiser! In vgc with full service history - refurbished wheels and good bodywork, the underside is solid and has been undersealed for max protection. Please call 07841757124, South West.

11101

PORSCHE 944



1990, 123000 miles, £28500. Porsche 944Turbo (1990) for Sale. Built in December 1989, this model year 1990 Porsche 944Turbo is being offered for sale. First registered in August 1991. Freshly MOT'd by OPC Solihull, this car is in superb condition with superb paintwork. Please call 07825621020, West Midlands.

120639

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PORSCHE 993



1994, 54400 miles, £45,950. 993 CARRERA CABRIOLET 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. This fabulous example is finished in Metallic Silver complimented with navy blue leather upholstery and a navy power mohair hood with a matching Tourneau cover. Please call 07957212299, Greater London.

120816

PORSCHE 996 COUPE C2 TIP S



2003, 66000 miles, £29,995. One previous keeper prior to ourselves. Originally supplied by H R Owen and original delivery docs in the file. Finished in midnight blue metallic with full black leather upholstery. Factory fitted 'GT3' Aero spoiler and Carbon Fibre interior package. Full specification includes £8k+ extras. 18" Sport Classic alloy wheels in silver. Brake calipers in black with Porsche Logo; sports suspension; Tiptronic S transmission; factory fitted GT3 Fixed Aero Spoiler; PSM - Porsche Stability Management; Sports exhaust system; electric tilt / slide sunroof; heated manually folding body coloured door mirrors. Please call 01765 609798, Yorkshire and the Humber. (T)

121203

PORSCHE 996



2003, 58776 miles, £16,500. 2003 PORSCHE 911 edition with low mileage of 58k. Full Porsche owner manuals and literature folder. No receipts with the car so cannot say what preventative maintenance work may have been done (ims and rms etc) Up to date service book. Please call 01443 206597, Wales.

111109

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland

114651

PORSCHE BOXSTER



2001, 77450 miles, £7,500. MOT June 2024. New hood - 2 family owners. Please call (951) 846-0503, South East.

120892

PORSCHE BOXSTER 2003



2003, £57,000. Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Finished in Porsche Please call 07577 575770, South East. (T)

113394

PORSCHE BOXSTER



2006, 67000 miles, £11,250. My car is in Arctic Silver with Sand Beige leather interior, registered in November 2006. It's a Tiptronic with Sport Chrono which is a "must have" option with the auto as it makes it more lively and responsive than without. It's in great condition. T Please call 07909923202, South East.

113703

PORSCHE BOXSTER



1998, 121000 miles, £5,495. Possible Swap? 07957186048, orsche boxster 986 convertible, £5495 px swap ?rare red in colour and triptronic with steering wheel shift, as can be seen in photos the car is in very nice condition for its age, been in family for yrs ,Please call 07957186048, East Midlands.

116146

PORSCHE BOXSTER



2003, £9,750. 2003(03) Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights. Please call 01277365415, East of England. (T)

113353

PORSCHE CAYMAN



2010, 67500 miles, £25,000. My 295 bhp, 3.4 Cayman S has more bang for its buck than any other car in its price range. People stop and stare. Colour? absolutely unique. In terms of upkeep, MOT Aug 2024. Following on from a 40,000 mile service by SCS Porsche in Honiton, 4 brand new Pirelli's (19 inch) discs, pads, front and rear, all fitted July 2023. Please call 07508001304, South West.

120710

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120778

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113187

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118068

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117777

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120139

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119873

PORSCHE



£1,500. Porsche Boxster S 18" alloys, newly refurbished with Bridgestone Potenza tyres. The tyres have done less than 1000 miles. Please call 07546 270971 , East Midlands.

119488

PORSCHE BBS



£1,500. BBS CH-R 19" alloys with approximately half worn Michelin pilot sport 4's all round. The wheels are unmarked. Please call 07546 270971 , East Midlands.

119489

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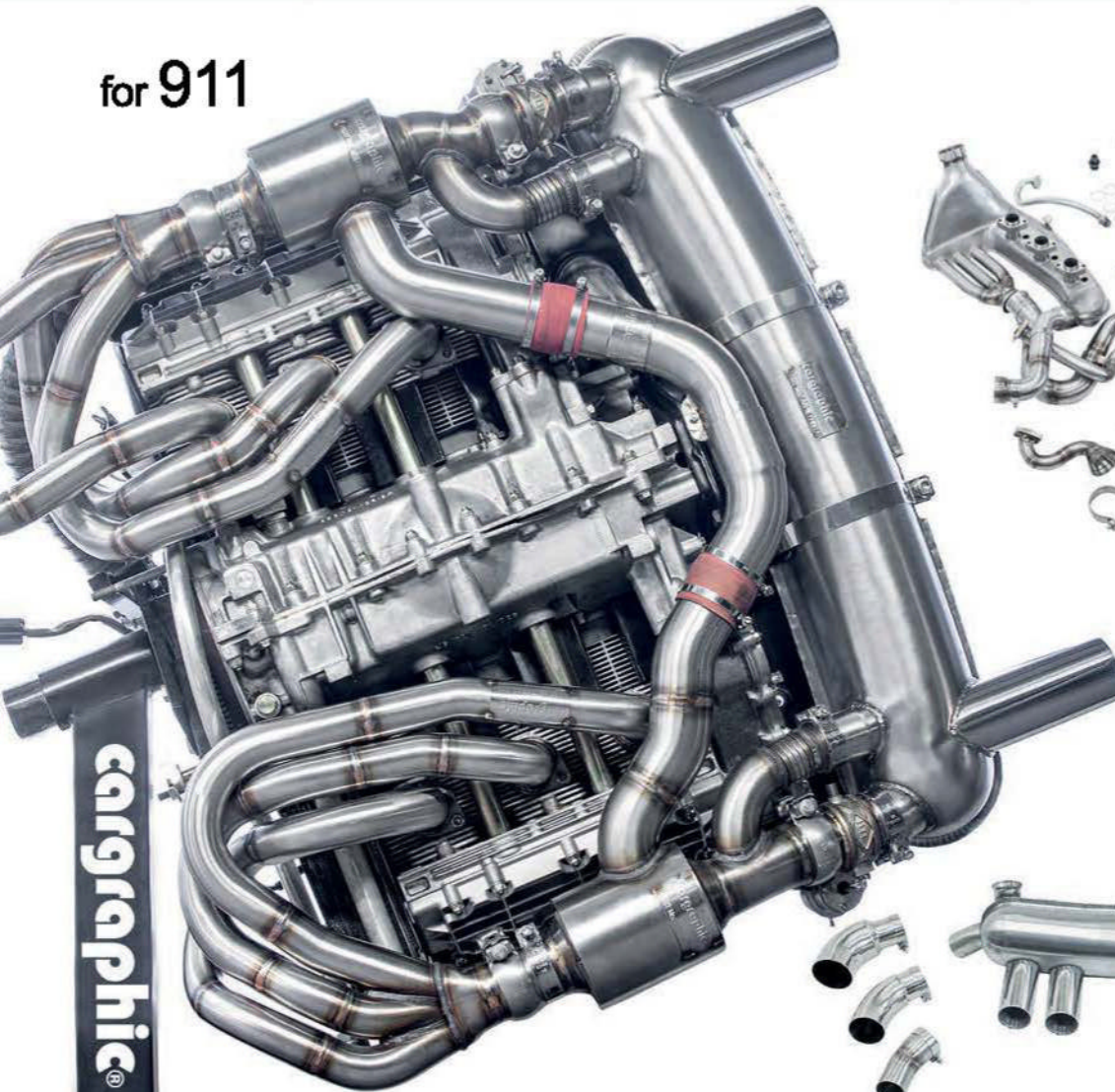


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